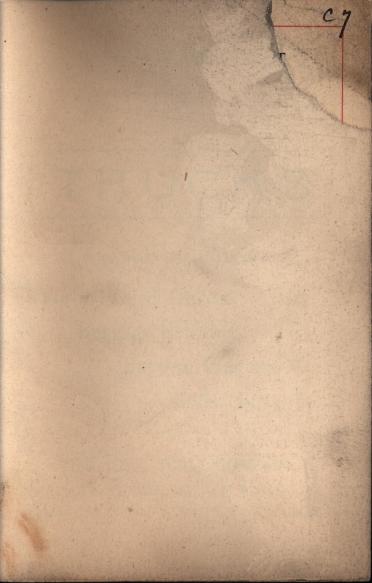
HE HOWE SCALE (CO.)

TRUCKS BARROWS



RUTLAND, VT. U.S.A.







ILLUSTRATED PRICE LIST

OF

TRUCKS

COMPRISING ALL STYLES OF

Two-Wheeled Trucks,

Baggage Barrows,

Express Wagons,

Skids, Etc., Etc.

THE HOWE SCALE COMPANY,
RUTLAND, VT., U. S. A.

JANUARY 1, 1906

NUMBER 6



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SELECTED FROM

THE HOWE SCALE COMPANY'S TELEGRAPHIC CODE NO. 4.

Great care should be exercised in writing Code Telegrams. Commence every code word with a capital letter, write plainly, dot every "i," cross every "t," and leave ample space between the words.

Where blanks (——) occur in phrases, let the plain word or words supplying such blanks follow, in proper order, the code word of the phrase.

Our correspondents may use, independently or in connection with this Code, the A B C Telegraphic Code, Fourth Edition, by prefixing the word "Rudder" to the telegram, or that portion of it taken from the A B C Code. They may also in like manner use the Western Union Telegraphic Code, Universal Edition, by prefixing the word "Rudderpost."

USE NO OTHER CODE.

Cable Address: Howescale

GENERAL.

GENERAL.
CODE WORD. DESCRIPTION.
RABBINIC Act according to your best judgment.
KABBLE Advise by telegraph when you will ship
RABDOLOGYAdvise by telegraph when ready for shipment
KABIDNESS Advise lowest treight rate from Rutland to
RACECUP Advise lowest freight rate from to
RACEHORSE Advise the following by letter
RACEMIC Advise the following by telegraph
RACKRENTAnswer by mail with full particulars. RACOVIANAnswer by telegraph immediately.
RADIOMETER At what price can you duplicate?
RADIUS At what price and how soon can you ship?
RAFFISHAwait instructions by mail.
RAFFLED Awaiting instructions (advices).
RAFFLENETAwaiting specifications.
RAGABASH Best we (I) can do.
RAGBOLT By what route were goods shipped, order num-
ber (shipment of)
RAGFAIRCancel balance of order number (of)
RAIMENT Can you ship at once; if not, when?
RAINGAUGE Can you ship not later than RAJAHSHIP Can you extend time of shipment to
RAJPOOTCan you name an earlier date?
RAKESHAME Can ship to-day.
RAKEVEIN Can ship to-morrow.
RAKISHLY Can ship in a few days.
RAMIFY Can ship in days from receipt of order at
Factory
RAMMISHCan ship in one week from receipt of order at
Factory. RAMPALLIAN Can ship in two weeks from receipt of order at
Factory.
RAMPANT Can ship in three weeks from receipt of order
at Factory.
RAMPION Can ship in weeks from receipt of order
at Factory
RAMSHACKLE Can ship in one month from receipt of order
at Factory
RANCIDITY Can ship promptly on receipt of order at Fac-
PANCIDNESS tory.
RANCIDNESS Can ship at once from stock if advised imme-
RANCOROUS Can ship if ordered at once.
RANGERS Can ship best we can do
RANGERSHIP (an ship at expense of your other orders
KANKED Can ship all of order promptly except
RANKLING Can ship an assortment at once, balance in
RANKNESS Can ship complete in

Code Word. Description.
RANUNCULUSCannot accept proposition (contract ()
order).
RAPHAELISMCannot accept under any conditions. RAPIDITYCannot cancel order; goods all completed.
RAPPAREE Cannot comply with request, much to our regret.
RAPTURINGCannot do better than
RAPTURIZE Cannot do better than named in ours of
RAREFIEDCannot hold out any encouragement.
RARERIPECannot furnish the goods, yours of
RARITIESCannot fix definite date at present.
RASCALITYCannot promise positively, but think we can
ship
RASHLYCannot ship within time named, your order
number (of)
RASPATORYCannot undertake to ship in less than
from receipt of order.
RATABILITY Carload of 20,000 pounds.
REINVESTED Carload of 24,000 pounds.
REJECTED Change our order number (of)
RELAPSING Delivered free on board cars Boston, Mass.
RELATIVELY Delivered free on board cars Chicago, Ill.
RELAXETHDelivered free on board cars Cincinnati, Ohio.
RELAXEDDelivered free on board cars Cleveland, Ohio.
RELAYS Delivered free on board cars East St. Louis, Ill.
RELEASING Delivered free on board cars Kansas City Mo.
RELIANCEDelivered free on board cars Minneapolis, Minn.
RELINQUISH Delivered free on board cars New York City. RELIOUARY Delivered free on board cars Philadelphia, Pa.
RELISHEDDelivered free on board cars Pittsburg, Pa.
RELUCTANTLYDelivered free on board cars Portland, Ore.
DEMARKED Delivered free on board cars Putland, Or.
REMARKED Delivered free on board cars Rutland, Vt. REMARKING Delivered free on board cars St. Louis, Mo.
REMEDIAL Delivered free on board cars San Francisco, Cal.
REMEDILESS Delivered free on board cars
REMEDY Delivered free on board cars your city.
REMNANT Do not understand your telegram.
REMOVETH Enter order as per our inquiry of (number)
REMUNERATEEnter order at your quotation.
RENASCENTEnter order for
RENCOUNTER Enter order if you can ship at once.
RENDITION Enter order if you can ship not later than
RENEWINGExtend time of shipment
RENOVATION Free on board cars Rutland, Vt.
RENOWNEDFree on board cars your city.
RENTCHARGE Freight allowed to
RENTROLL Freight allowed to your city.
REOPENED Freight allowed to Mississippi River.
REORDAINED Freight allowed to Missouri River.
REPAGANIZE Freight allowed to Pacific Coast Terminals.
REPARTEE Freight allowance cents per 100 pounds. REPASSED Freight charges prepaid.
REPROSED Freight charges prepaid.

Code Word. Description.
REPAYETH From receipt of order at Factory.
REPAYMENTFull instructions sent you by mail to-day.
REPEATERS Further particulars by first mail.
REPOSITORY Have you in stock and can you furnish at
REPRESSED Have you received our (my) letter of
REPRESSIVE Have you received our (my) telegram of
REPRIEVE Have you received our (my) order number
(of)
REPRIMAND Have you done anything on our (my) order
number (of) REPRINTEDHave you shipped our (my) order number
(of) If so, when?
REPROVABLE Have written you full particulars.
REPROVING Have answered your telegram by our letter
of
REQUIRETH Have none in stock, but have in process and
can complete RESEARCH Have Factory telegraph us.
RESENTEUL Have ordered from Factory.
RESENTS Have asked Factory, and on receipt of reply
will advise you.
RESERVEDLYHave asked Factory to telegraph you. RESERVOIRHave asked Factory to write you.
RESETTLED Have not received reply to our letter of
RESHAPED Have not received reply to our telegram of
RESIDENCE Hold for instructions, our order number
(of)
RESIDUARYHow long can you extend time of shipment? RESIDUEHow many have you in stock?
RESINOUS
nish
RESIST How soon can you ship?
RESISTIBLEHow soon could you begin shipping, and how soon complete same?
RESOLUTION Hurry shipment of our order number (of)
RESOURCES If not, answer by telegraph.
RESPECTFUL If not satisfactory, wire us (me) at once.
RESTAURANTIf our order number (of) is RESTFUL If so, enter order.
RESTING If you can ship at once, advise us (me) by
telegraph.
RESTIVE If you cannot ship by hold, and advise
how soon you can ship our (my) order number (of)
RESUMES In our telegram word was wrong; it
should be
RESUMPTIONIn process of manufacture; cannot be changed
without loss. RESUPINATE In response to yours of we quote you
RETALIATESIt is the best we (I) can do.
The state of the season of the

CODE WORD.	Description.
	. Impossible to determine without knowing
	the
RETRACING	. Knocked down and boxed.
RETRENCH	Knocked down and crated
RETRIEVED	Letter received: will have prompt attention
RETROCEDED	Letter referred to not received; send conv
RETROSPECT	. Letter written by us (me) should be at
	hand.
REVIEWERS	Not now in position to quote on your inquiryNumber and initials of car are
REVILETH	On basis of immediate order
REVIVALIST	. Ought to have more time: do better if you can.
REVIVING	. Packed for export.
REWARDABLE	Packed for Ocean shipment.
RHETORIC	Prepare for immediate shipment; shipping in-
	structions by mail.
RHINOCEROS	Rather than lose the business.
RHODIUM	. Referring to our (my) letter of
RHYMING	Referring to our (my) telegram of Referring to our (my) order number (of)
KIBALD	. Referring to your letter of
RIBGRASS	Referring to your telegram of
RIBWORT	Referring to your telegram of to-day.
RICEMILK.	Referring to your telegram of yesterday.
RINGARMOR	Referring to your order number (of) Shall we ship what we have ready, and let
	balance follow when completed?
RIOT	. Ship at once by freight.
RIOTING	. Ship at once by express.
RIPARIAN	Ship at once by mail. Ship by cheapest route.
RIPENING	. Ship in first carload
RIPPLEMARK	.Ship all you can: write how many
RIPPLING	Ship all you can; telegraph how many. Ship all you can at once, and let balance follow
KISKED	as soon as possible.
RITORNELLO	.Ship in instalments as fast as reasonable quan-
	tity is ready.
RIVALLING	. Ship to us as promptly as possible.
ROARETH	Shipment was made. Specifications insufficient; give full particulars.
ROARING	. Subject to immediate acceptance
ROBBERY	.Tariff rate from Rutland to is Telegraph best price on
ROCKALUM	. Telegraph best price on
ROCKCRESS	Telegraph net price to us.
ROMANESOUE	. Telegraph probable date of
ROPEDANČER	Telegraph list price. Telegraph probable date of Telegram unintelligible; repeat word. The time is too bort
ROTUNDO	. The time is too short.

CODE WORD. DESCRIPTION.	
ROWDYISHTrace shipment under our order number	r
ROYNISH Tracer has been started after shipment or (order)	
RUDDER Use A. B. C. Telegraphic Code, Fourth Edition, for translation.	-
RUDDERPOST Use Western Union Telegraphic Code, Universal Edition for translation.	
RUNNETH We are now working on your order number (of) and will ship	r
RUSTICALLY We do not understand what you mean. SABEAN We expect to ship your order number (of)	
SAFETYBEAMWe shipped on SAFETYBUOYWe shipped your order number (of) on	
SAILMAKERWe quote you on usual terms.	
SAILORWe quote you net price. SALVATELLAWhat is the freight rate from your city to	•
SAMARITANWhat is the shipping weight of SANCTIFIEDWhat is the gross and net shipping weigh	t
SATORIUS When will you ship item on order number (of)	-
SATANICWhen will you ship order number (of) SANONWill reply fully by mail. SCANSORS Will ship sooner if possible.	
SCARFS Will ship on your order number (of)	
SCORIAYour order number (of) was shipped	

TRUCK MODIFICATIONS AND PARTS.

CODE WORD. DESCRIPTION.
UNSOUL Running Gear complete for
UNSOUNDLY Right hand handle for
UNSPEAKLeft hand handle for
UNSPEDSpecial truck, Figure
UNSPIKED Swivel Caster, with base, complete.
UNSPILTSwivel Caster, with wheel and fork only.
UNSPOTTED Snap rubber tire for wheel number (size)
UNSQUIRED Wheel, cast iron with snap rubber tire, num-
ber (size)
UNSTEADY Wheel, cast iron with Howe clamp rubber tire,
number (size)
UNSTINTEDWheel, cast iron with vulcanized rubber tire,
number (size)
UNSTITCHED Wheel, cast iron, plain, number (size)
UNSTOPWheel, cast iron with flange, number (size)
UNSTOPPING Wheel, cast iron with wrought iron spokes,
number (size)
UNSTRENGTH With Howe clamp rubber tire wheels, num-
ber (size)
UNSUITABLE With Snap rubber tire wheels, number (size)
UNSWATHINGWith vulcanized rubber tire wheels, number
(size)
UNSWAYWith common iron wheels.
UNSWAYABLEWith casters complete.
UNSWEAR With wheels inside.
UNSWEARING With 6-inch nose.
UNTACKEDWith 8-inch nose.
UNTASTEDWith nose inches longer than regular.
UNTEACHWith platform than regular.
UNTEACHING Wood work complete for

TO THE TRADE.

H AVING increased our facilities for the manufacture of trucks, by the erection of large and conveniently arranged buildings, devoted to that branch of our business, and having equipped this department with the most modern machinery especially adapted to the work, we take pleasure in announcing that we are prepared to promptly fill all orders for trucks illustrated and described in this catalogue.

I T WILL be observed that we make, not only all the styles formerly on the market, but also several entirely new and novel forms of trucks especially adapted to the uses designated.

Our unequaled facilities for turning out work in the best manner and shortest time make it possible for us to make *special trucks* in the most satisfactory manner, for which we are always pleased to furnish estimates. We retain complete drawings of all special trucks, so that they can be duplicated at any time.

I T IS our aim to furnish our patrons with the best possible articles, whether of regular or special styles.

Standard of Excellence.

HOWE TRUCKS as well as HOWE SCALES have for many years been so extensively used and have so fully met every requirement under the most exacting conditions, that it only seems necessary to assure the public that the high standards of design, material and workmanship which have characterized our goods in the past will be maintained in the future, with such additions and improvements as our long, varied and successful experience may suggest. All iron and steel parts are carefully proportioned to the loads which they are intended to sustain, and are of the best quality, and where wood is required for platforms and other parts the same is of the choicest selection from the products of the mountain forests of Vermont.

IMPORTANT NOTICE.

Goods ordered requiring any change in regular Specifications, Drawings, Patterns, Material or Finish will be subject to an extra charge.

THIS CATALOGUE SUPERSEDES ALL PREVIOUS ISSUES.

Boston Pattern Truck.



Fig. 600-Full Strapped.

Axles Turned and Wheels Bored.

No.	Length of Handles, Ft. In.	Width at Nose, Inches.	Width at Upper Bar, Inches.	Size of Wheels, Inches.	Size of Axles, Sq. In.	Weight, Lbs.	Price.
1 2 3 4	4 3 4 4 4 9 5 7	12 14 14¾ 14¾ 14¾	18½ 20 22 22¼	$ \begin{array}{c c} 7 & \times 2 \\ 7\frac{3}{4} \times 2\frac{1}{2} \\ 9\frac{1}{2} \times 3\frac{1}{4} \\ 10 & \times 2\frac{3}{4} \end{array} $	7/8 7/8 1 1	42 50 90 91	\$7.50 10.00 12.50 15.50
5 6	5 10 6 0	15¼ 17	24 24¼	115/8×33/8 135/8×31/4	11/8	115 145	18.50 24.00

Fig. 602—Full Ironed. Same numbers and measurements as above, but with handles and crossbars covered with iron. Price: No. 1 (44 pounds), \$8.50; No. 2 (52 pounds), \$11.00; No. 3 (93 pounds), \$14.00; No. 4 (91 pounds), \$17.00; No. 5 (120 pounds), \$20.50; No. 6 (150 pounds), \$20.50; No. 6 with the set trucks are furnished with wheels inside at an advance of 10

per cent. over above prices.

Boston Pattern Barrel Truck.



Fig. 601-With Wood Top Slat.

Axles Turned and Wheels Bored.

No.		th of dles, In.	Width at Nose, Inches.	Width at Upper Bar, Inches.	Size of Wheels, Inches.	Axles.		Price.
1 2	4	3 6	12 14	18½ 20	7 ×2 7¾×2½	7/8 7/8	45 60	\$8.00 11 00
3	4	9	143/4	22	9½×3¼	1	95	13.50
5	5	11	14¾ 15½	225/8 243/8	$10 \times 2\frac{3}{4}$ $11\frac{5}{8} \times 3\frac{3}{8}$		100 118	16.50 20 00
6	6	0	17	241/4	135/8×31/4	11/4	155	25.00

These trucks are constructed from best second-growth Vermont oak or ash. All bolts pass through irons, tenons and handles. All parts are made to templet and are interchangeable.

Boston Pattern Truck.

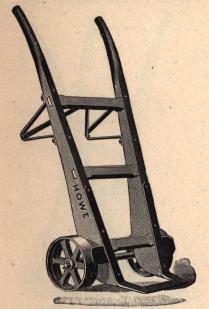


Fig. 604-Half Strapped. Axles Turned and Wheels Bored.

10	THE RESERVE OF THE PERSON NAMED IN	A STATE OF THE PARTY OF THE PAR			
12	16 181/2	$\begin{vmatrix} 6 & \times 2 \\ 7 & \times 2 \end{vmatrix}$	7/8 7/8 7/8	30 40	\$5.25 6 50
14 14½	20 21½	7¼×2½ 9½×3¼	1 1/8	48 84	8 50 11.00 15.00
		14½ 21½	14½ 21½ 9½×3¼	14½ 21½ 9½×3½ 1	14½ 21½ 9½×3¼ 1 84

These trucks are made of the best second-growth oak or ash. Bolts pass through irons, tenons and handles. Legs are braced. All parts are made to templet and are interchangeable.

These trucks are furnished with wheels inside at an advance of 10 per cent. over above prices.

Boston Pattern Barrel Truck.



Fig. 605-With Curved Wood Slats.

Axles Turned and Wheels Bored.

No.		Width at Nose, Inches.	Width at Upper Bar, Inches.	Size of Wheels, Inches.	Size of Axles, Sq. In.	Weight, Lbs.	Price.
0 1	3 11 4 3	12 12	16 18½	6 ×2 7 ×2	7/8 7/8 7/8	32 43	\$6 50 7.50
2 3 4	4 4 4 9 5 7	14 14½ 14¾	20 21½ 22¼	$ \begin{array}{c} 7\frac{34}{4} \times 2\frac{16}{2} \\ 9\frac{16}{2} \times 3\frac{16}{4} \\ 10 \times 2\frac{34}{4} \end{array} $	1 1	50 84 86	9.50 12.00 16.00
5 6	5 10 0	151/4	24	115/8×33/8 135/8×31/4	11/8	109 137	19.00 24.00

These trucks are made of extra quality second-growth Vermont oak and ash. All parts are made to templet and are interchangeable.

New York Pattern Truck.



Fig. 606-Half Strapped.

Axles Turned and Wheels Bored.

No.	Length of Handles, Ft. In.	Width at Nose, Inches.	Width at Upper Bar, Inches.		Size of Axles, Sq. In.		Price.
0	3 7	12	15½	6 ×2	7/8 7/8 7/8	30	\$4.50
1	4 0	13	18½	6 ×2	7/8	33	4.85
2	4 4	141/4	18½	73/4×21/2	7/8	45	6.00
3	4 8	15	21	81/8×23/4	1	63	7.00
4	5 0	16	211/4	10 ×234	1	80	8.00
5	5 31/2	171/2	22	12 ×3	11/8	98	9.50
6	5 6	181/8	223/4	12 ×3	11/8	100	11.50

These trucks are constructed from best second-growth Vermont oak or ash. All bolts pass through irons, tenons and handles. All parts are made to templet and are interchangeable.

New York Pattern Truck.

Axles Turned and Wheels Bored.

Fig. 608-Strapped Up.

No.	Length of Handles, Ft. In.	Width at Nose, Inches.	Width at Upper Bar, Inches.	Size of Wheels, Inches.	Size of Axles, Sq. In.	Weight, Lbs.	Price.
0 1 2	3 7 4 0 4 4	12 13 14 ¹ ⁄⁄⁄	15½ 18½ 18½	6 ×2 6 ×2 734×2½	7/8 7/8 7/8	32 35 46	\$5.75 6.50 8.00
3 4 5	4 8 5 0	15 16	21 21¼	$8\frac{7}{8} \times 2\frac{3}{4}$ $10 \times 2\frac{3}{4}$	1	66 80	9.00
6	5 3 1/2 5 6	17½ 18⅓	22 22¾	$\begin{array}{ccc} 12 & \times 3 \\ 12 & \times 3 \end{array}$	1½ 1½ 1½	100 120	11 50 13.50

Fig. 610-Full Ironed.

No.	Length of Handles, Ft. In.	Width at Nose, Inches.	Width at Upper Bar, Inches,		Size of Axles, Sq. In.	Weight, Lbs.	Price.
0	3 7	12 13	15½ 18½	6 ×2 6 ×2	7/8 7/8 7/8	33 36	\$6.75 7 00
2 3	4 4	14¼ 15	18½ 21	7¾×2½ 8½×2¾	7/8	47 68	9.50
4	5 0	16	211/4	10 ×23/4	1	86	11 00
5 6	5 3½ 5 6	17½ 181/8	22 223/4	$\begin{array}{ccc} 12 & \times 3 \\ 12 & \times 3 \end{array}$	1½ 1½	102 125	12.75 14.50

Fig. 612-Rubbered Wheels and Half Strapped.

No.			Width at Nose; Inches.	Width at Upper Bar, Inches.	Size of Wheels, Inches.	Size of Axles, Sq. 1n.	Weight, Lbs.	Price.
0	3	7	12	151/2	6 ×2	7/8	32	\$8.75
2	4	0 4	13 14¼	18½ 18½	$6 \times 2 \\ 734 \times 2\frac{1}{2}$	7/8 7/8 7/8	35 47	9.25
3 4	5	8	15 16	21 21¼	$8\frac{8}{8} \times 2\frac{3}{4}$ $10 \times 2\frac{3}{4}$	1	66 84	13.25 15.00
5	5	31/2	17½ 18½	22 223/4	12 ×3 12 ×3	11/8	99	18.00 20.00

For illustration of above trucks, see preceding page. By strapped up is meant the iron on handles carried up to upper crossbar. By full ironed is meant crossbars and handles covered with iron. Trucks with rubbered wheels will be furnished strapped up or full ironed at corresponding prices.

Barrel Truck.

NEW YORK PATTERN.



Fig. 614-With Wood Top Slat Ironed. Axles Turned and Wheels Bored.

No.	Length of Handles, Ft. In.		Width at Upper Bar, Inches.	Size of Wheels, Inches.	Size of Axles, Sq. In.	Weight, Lbs.	Price
0	3 9	12 13	16¼ 18½	6 ×2 6 ×2	7/8 7/8 7/8	35 38	\$6 50 7.00
2 3	4 4 4 4 8	141/4	18½	7¾×2½ 8%×2¾	7/8	50 70	9 50 10 00
4 5	5 0 5 3½	16 17½	21¼ 22	10 ×234 12 ×3	1 11/8	86 108	12 00 13.00
6	5 6	181/8		12 ×3	11/8	120	16.00

With rubbered wheels: No. 0, \$11.00; No. 1, \$11.00; No. 2, \$14.50; No. 3, \$15.50; No. 4, \$18.00; No. 5, \$20.50; No. 6, \$21.00. Fig. 616—With all iron slats, same numbers and dimensions as above, price \$1.00 extra.

Baltimore Barrel Truck.



Fig. 618-Full Ironed.

Axles Turned and Wheels Bored.

Handles, 5 feet long; width at nose, 16½ inches; width at upper bar, 20 inches; size of wheels, 10x2¾ inches; axle, 1½ inches square; weight, 96 pounds. Price, \$22.00.

The above truck has two wood crossbars ironed and two flat curved iron slats. Made of the best quality second-growth Vermont oak or ash. Bolts pass through irons, tenons and handles. All parts made to templet and are interchangeable.

Western Pattern Truck. STEAM BENT HANDLES.



Fig. 622—Half Strapped.

Axles Turned, Wheels Bored and Faced.

No.	Length of Handles, Ft. In.	Width. Inches.	Size of Wheels, Inches.	Diam. of Axles, Inches.	Weight, Lbs.	Price.
0 1 2 3 4	3 7 3 11 4 3 4 7 5 1	19 19 21 22 22 22	$\begin{array}{c} 6\% \times 2 \\ 6\% \times 2 \\ 7\% \times 2 \\ 734 \times 2\% \\ 834 \times 2\% \\ 10 \times 2\% \end{array}$	7/8 7/8 7/8 1 1 11/8	35 43 57 78 100	\$6 00 7.00 9 00 13 00 16 00

These trucks are constructed from selected second-growth Vermont oak or ash. Axles and collars forged from one piece of iron. Bolts pass through irons, tenons and handles. All parts made to templet and are interchangeable.

Western Pattern Truck.



Fig. 624—Full Ironed.

Axles Turned, Wheels Bored and Faced.

No.	Length of Handles, Ft. In.	Width, Inches.	Size of Wheels, Inches.	Diam. of Axles, Inches.	Weight, Lbs.	Price.
1	3 11	19	$\begin{array}{c} 6\% \times 2 \\ 734 \times 2\% \\ 834 \times 234 \\ 10 \times 234 \end{array}$	7/8	50	\$8.00
2	4 3	21		7/8	60	10.50
3	4 7	22		1	85	15.00
4	5 1	22		11/8	110	18.00

Chicago Two-Wheeled Dry Goods Truck.

Fig. 625-With Saw-Tooth Nose.

No. 2½—Length of handles, 51 inches; width, 20 inches; wheels, 7½x2 inches; axle, 1 inch round; weight, 71 pounds. Price, \$12.00. Only the best quality of oak or ash lumber is used in the construction of these trucks. Axle and collars forged from one piece of iron. All parts made to templet and are interchangeable.

Western Pattern Railroad Truck.

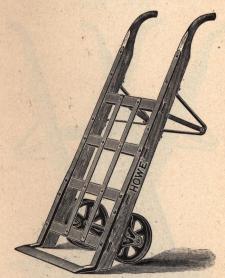


Fig. 626-Full Ironed, with Steam Bent Handles.

Axles Turned, Wheels Bored and Faced.

No. 4—Length of handles, 61 inches; width, 24 inches; size of wheels, 103/4x23/4 inches; diameter of axle, 11/8 inches; weight, 124 pounds.

No. 5—Length of handles, 66 inches; width, 25 inches;

No. 5—Length of handles, 66 inches; width, 25 inches; size of wheels, 12x3 inches; diameter of axle, 1¼ inches; weight, 148 pounds.

Price, \$24.00.

Only the best selected Vermont oak or ash lumber is used in the construction of these trucks. They are heavily ironed and will stand the most severe usage. Axle and collars forged from one piece of iron. All parts made to templet and are interchangeable.

Western Pattern Railroad Truck.

EXTRA HEAVY.



Fig. 628-Extra Full Ironed, with Steam Bent Handles.

Axles Turned, Wheels Bored and Faced, Center Strap Welded to Nose Iron.

No. 4x-Length of handles, 61 inches; width, 24 inches; size of wheels, 1034x234 inches; diameter of axle, 11/6 inches; weight, 128 pounds.

Price, \$22.00

Only the best selected Vermont oak or ash lumber is used in the construction of these trucks. They have steam bent handles, are heavily ironed and will stand the most severe usage. Axle and collars forged from one piece of iron. All parts made to templet and are interchangeable.

Western Pattern Railroad Truck.

EXTRA HEAVY.



Fig. 628-Extra Full Ironed, with Steam Bent Handles.

Axles Turned, Wheels Bored and Faced, with Two Center Straps Welded to Nose Iron.

No. 4xx—Length of handles, 61 inches; width, 24 inches; size of wheels, 103/4x23/4 inches; diameter of axle, 11/6 inches; weight, 137 pounds. Price, \$28.00.

Only the best selected Vermont oak or ash lumber is used in the construction of these trucks. They have steam bent handles, are heavily ironed and will stand the most severe usage. Axles and collars forged from one piece of iron. All parts made to templet and are interchangeable.



Fig. 630-With One Wood Crossbar Ironed, and Three Curved Iron Slats. Axles Turned, Wheels Bored and Faced.

No.	Length of Handles, Ft. In.	Width. Inches.	Size of Wheels, Inches.	Diam. of Axles, Inches.	Weight, Lbs.	Price.
1	3 11	19	6%×2	7/8 7/8	55	\$9 00
2	4 4	21	7¾×2½	7/8	65	11 00
3	4 - 8	22	8¾×2¾	1	95	16.00
4	5 1	24	101/4×23/4	11/8	122	21.00

Fig. 632-Axles Turned, Wheels Bored and Faced.

Same numbers and measurements as above, but with four flat curved iron slats. The top slat is braced. Add to above list \$1.00 each for corresponding numbers. Axle and collars forged from one piece of iron. All parts made to templet and are interchangeable.

Western Pattern Hotel Truck. STEAM BENT HANDLES.



Fig. 634-With Rubber Banded Wheels.

Axies Turned, Wheels Bored and Faced.

No.	Length of Handles, Ft. In.	Width. Inches.	Size of Wheels, Inches.	Diam. of Axles, Inches.	How Strapped.	Weight, Lbs.	Price.
1 2 3 1 2 3	3 8½ 4 3 4 7 3 8½ 4 3 4 7	18 20 22 18 20 22	5 % × 1 3/8 8 5/8 × 1 1/4 8 3/4 × 1 1/4 5 7/8 × 1 3/8 8 1/4 × 1 1/4 8 1/4 × 1 1/4	7/8 7/8 1 7/8 2/8	Half Half Half Full Full Full	40 56 65 47 60 75	\$10 00 14.00 16.00 11 00 15 00 18.00

Only the best selected second-growth Vermont oak or ash lumber is used in the construction of these trucks. Axle and collars forged from one piece of iron. Wheels heavily rubbered. All parts made to templet and are interchangeable.

Hotel or Carpet Truck.

WITH BAR HANDLE.



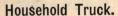
Fig. 636-With Rubber Banded Wheels.

Axles Turned and Wheels Bored.

Length of handles, 40 inches; width of frame, 14% inches; size of wheels, 6x1% inches; size of axle, % inch square; weight, 33 pounds.

Price, \$12.00.

This truck is made with flat curved iron slats (as shown above), and straight wood slats, as may be ordered. All parts made to templet and are interchangeable.



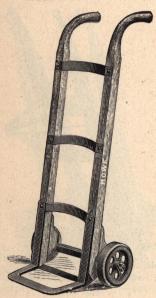


Fig. 638-With Bent Plow Handles and Rubber Banded
Wheels.

Axles Turned and Wheels Bored.

Length of handles, 41 inches; width of frame, 14½ inches; size of wheels, 6x1 inches; axle, ½ inch square; weight, 29 pounds.

Price, \$16.00.

Same as above with all iron wheels, price \$11.50.

This truck has three curved iron slats, and is a very substantial truck for light work. All parts made to templet and are interchangeable.

New Orleans Cotton Truck.



Fig. 640.

Axles Turned and Wheels Bored.

No. 4—Length of handles, 60 inches; width at nose, 16¼ inches; width at upper bar, 20 inches; size of wheels, 10x2¾ inches; axle, 1 inch square; weight, 83 pounds.

No. 5—Length of handles, 66 inches; width at nose, 167% inches; width at upper bar, 221/4 inches; axle, 11/8 inches square; wheels, 12x3 inches; weight, 117 pounds.

No. 4 is strapped up to handles. No. 5 has additional iron plates on crossbars. All parts made to templet and are interchangeable.

Western Pattern Cotton Truck.

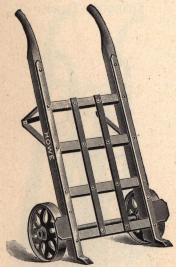


Fig. 642—Full Ironed. Wheel Guard Welded to Side Straps, thereby Insuring Great Strength.

Axles Turned, Wheels Bored and Faced.

Length of handles, 61 inches; width of frame, 24 inches; size of wheels, 13\(\frac{1}{4}\x2\frac{1}{2}\) inches; diameter of axle, 1\(\frac{1}{8}\) inches; weight, 133 pounds.

Price, \$22.00.

Furnished with inside wheels when so ordered. Only the best second-growth Vermont oak or ash lumber is used in the construction of these trucks. Axle and collars forged from one piece of iron. All parts made to templet and are interchangeable,

Killington Truck.

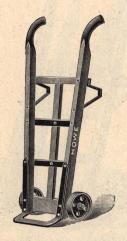


Fig. 646-Half Strapped, with Bent Plow Handles.

Axles Turned and Wheels Bored.

Length of handles, 46 inches; width at nose, 12 inches; width at upper bar, 17½ inches; size of wheels, 5¾x1¾ inches; axle, ¾ inch square; weight, 27 pounds.

Price, \$6.00.

New York Daisy Truck.



Fig. 648-Half Strapped, with Bent Plow Handles.

Axles Turned and Wheels Bored.

Length of handles, 46 inches; width at nose, 12 inches; width at upper bar, 17½ inches; size of wheels, 5¾x1¾ inches; axle, ¾ inch square; weight, 25 pounds.

Price, \$5.00.

Fig. 650—Same as above but with sawed handles.

Price, \$5.00.

Fig. 652—Chicago Daisy; light pattern.

Price, \$4.50.

Bag Truck.



Fig. 654—Steam Bent Plow Handles and Cast Iron Nose.

Axles Turned and Wheels Bored.

No.	Length of Handles, Ft. In.	Width at Nose, Inches.	Width at Upper Bar, Inches.	Size of Wheels, Inches.	Size of Axles, Sq. In.	Weight, Lbs.	Price.
1 2	3 6	11½	16¾	6×13/8	7/8	23	\$5 00
	4 0	11½	17½	6×13/8	7/8	30	7.00

Heavy Bag Truck.



Fig. 656-With Bent Plow Handles and Cast Iron Nose.

Axles Turned and Wheels Bored.

No. 3.—Length of handles, 47 inches; width at nose, 15 inches; width at upper bar, $20\frac{1}{2}$ inches; size of wheels, $6\frac{7}{8}$ x2 inches; axle, $\frac{7}{8}$ inch square; weight, 63 pounds.

Price, \$9.00.

Minneapolis Bag Truck.



Fig. 658—Bent Plow Handles and Wrought Iron Nose of Extra Length.

Axles Turned and Wheels Bored.

Length of handles, 42 inches; width at nose, 11¼ inches; width at upper bar, 17 inches; size of wheels, 6x1¾ inches; axle, ¾ inch square; weight, 33 pounds.

Price, \$8.00.

This truck has heavy curved iron slat in one piece, extending over wheels.

California Wheat Truck.

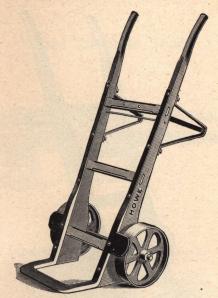


Fig. 710-Full Strapped.

Axles Turned and Wheels Bored.

No.	Length of Handles, Ft. In.	Width at Nose, Inches.	Width at Upper Bar, Inches.	Size of Wheels. Inches.	Size of Axles, Sq. In.	Weight. Lbs.	Price.
3 4	4 8	15¼	19¼	10×2½	1½	75	\$15.00
	4 11	16	20½	12×3	1¼	110	17.75

These trucks are made of selected lumber; iron work is hand forged; they are put together substantially with bolts, double nuts on axle bolts, extra long nose iron for grain sacks. They have been adopted and are used by the largest grain dealers on the Coast. Guards over wheels solid forgings. These trucks weigh exactly 75 pounds and 110 pounds respectively.

Longshore Truck.



Fig. 666-Full Ironed.

Axles Turned and Wheels Bored.

Length of handles, 62 inches; width at nose, 1634 inches; width at upper bar, 21½ inches; size of wheels, 1134x3 inches; axle, 1½ inches square; weight, 137 pounds.

Price, \$20.00.

Designed for general use, having three curved iron slats and one wood top slat ironed. Wheels are set well back, enabling heavy weights to be balanced on truck. Iron work extra heavy. All parts made to templet and are interchangeable.

Cunard Steamship Truck.



Fig. 667.

Axles Turned and Wheels Bored.

Length of handles, 73 inches; width at nose, 18 inches; width at upper bar, 22 inches; size of wheels, 12½x3 inches; axle, 1½ inches square; weight, 215 pounds.

Price, \$28.00.

This truck has two wood and three curved iron slats, extra wide wheel guard slat, and special leg passing entirely around handles with a bearing surface of 4 inches on floor.

Clyde Truck.



Fig. 668.

Axles Turned and Wheels Bored. All Bolts Countersunk.

Length of handles, 65 inches; width at nose, 17½ inches; width at upper bar, 22 inches; wheels, 12x3 inches; axle, 1½ inches square; weight, 145 pounds.

Price, \$20.00.

This is a full ironed truck with special curved nose iron. Wheels riveted on.

Linoleum Truck.

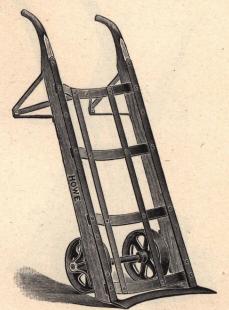


Fig. 669.

Axles Turned and Wheels Bored.

Length of handles, 60 inches; width, 22 inches; size of wheels, 103/4x23/4 inches; axle, 11/8 inches round; weight, 125 pounds.

Price, \$24.00.

This truck is particularly adapted for handling linoleum and oil cloth in rolls.

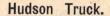




Fig. 670-Full Ironed.

Axles Turned and Wheels Bored.

This truck is made in the most substantial manner and is suited for heavy steamboat work. The slats are of curved iron. The axle rests on an iron plate, and braces run in both directions from it, giving great rigidity.

Length of handles, 66 inches; width at nose, 17¼ inches; width at upper bar, 22¾ inches; size of wheel, 14x3½ inches; axle, 1½ inches square; weight, 180 pounds.

Price, \$30.00.

West Shore Truck.

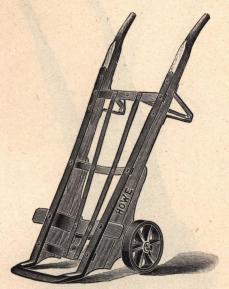


Fig. 672-Full Ironed.

Axles Turned and Wheels Bored.

Length of handles, 61 inches; width at nose, 153% inches; width at upper bar, 21 inches; size of wheels, 10x234 inches; axle, 114 inches square; weight, 120 pounds.

Price, \$20.00.

Only the best selected second-growth Vermont oak or ash lumber is used in the construction of these trucks. Three curved flat iron slats and straight iron bar ½x2 inches. All parts made to templet and are interchangeable.

Extra Heavy Cargo Truck.



Fig. 674-Full Ironed.

Axles Turned and Wheels Bored.

Length of handles, 60 inches; width at nose, 17 inches; width at upper bar, 20½ inches; size of wheels, 9¾x2½ inches; axle, 1¼ inches square; weight, 117 pounds.

Price, \$20.00.

A very strong and well made truck, designed for railway and steamer use; has four curved iron slats with extra wide slat at bottom extending over wheels. All parts made to templet and are interchangeable.

New Haven Truck.



Fig. 676-Full Ironed.

Solid Wheels, Axles Turned and Wheels Bored.

Length of handles, 60 inches; width at nose, 161/8 inches; width at upper bar, 197/8 inches; size of wheels, 91/2×23/4 inches; axle, 11/4 inches square; weight, 105 pounds.

Price, \$20.00.

This truck has two lower slats of flat curved iron, and two upper crossbars of wood not ironed. All parts are

made to templet and are interchangeable.

Norfolk Truck.



Fig. 678-Full Ironed.

Axles Turned and Wheels Bored.

Length of handles, 55 inches; width at nose, 165% inches; width at upper bar, 19½ inches; wheels, 10x2¾ inches; axle, 1¼ inches square; weight, 96 pounds.

Price, \$15.00.

This truck has three flat curved iron slats, the lower one being extra wide and extending over wheels. Special pattern legs heavily braced. Square nose iron. All parts made to templet and are interchangeable.

Newburgh Truck.



Fig. 680-Full Ironed.

Axles Turned and Wheels Bored.

Length of handles, 57 inches; width at nose, 16½ inches; width at upper bar, 19¼ inches; wheels, 10x2¾ inches; axle, 1¼ inches square; weight, 105 pounds.

Price, \$20.00.

With three flat curved iron slats, the lower one being extra wide and extending over wheels. Two parallel iron straps riveted to cross slats. This truck is designed especially for handling barrels and other merchandise. All parts made to templet and are interchangeable.

Steamboat Truck.



Fig. 698-Full Ironed.

Axles Turned and Wheels Bored.

Length of handles, 60 inches; width at nose, 17 inches; width at upper bar, 21 inches; wheels, 12x3 inches; axle, 1¼ inches square; weight, 140 pounds. Price, \$26.00.

This truck is built from the best selected oak or ash lumber; is extra strong and heavily ironed. Especially adapted for freight handling by transportation companies. All parts made to templet and are interchangeable.

Feed Truck.

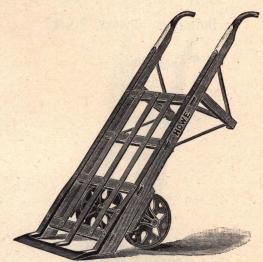


Fig. 700.

Axles Turned, Wheels Bored and Faced.

Handles, 6 feet 6 inches; width, 28 inches; nose, 7 inches long; wheels, 13¾ inches diameter; 2½ inches face; weight, 181 pounds.

Price, \$30.00.

Fig. 701.

Same measurements as above, but has only two center straps, both welded to nose iron; weight, 185 pounds.

Price, \$35.00.

Butter or Cheese Truck.



Fig. 702.

Axles Turned, Wheels Bored and Faced.

Length of handles, 54 inches; width of frame, 16 inches; wheels, 7½x2 inches; diameter of axle, 1 inch; weight, 53 pounds.

Price, \$12.00.

New York Butter Truck.



Fig. 703.

Axles Turned and Wheels Bored.

Length of handles, 54 inches; width at upper bar, 20 inches; width at nose, 13 inches; wheels, 9x3 inches; axle, 1 inch square; weight, 70 pounds.

Price, \$12.00.

Two-Wheeled Dry Goods Truck.

FULL STRAPPED.



Fig. 704-Steam Bent Handles.

Axles Turned and Wheels Bored.

Length of handles, 52 inches; width at nose, 15½ inches; width at upper bar, 19¼ inches; wheels, 7¾x2¼ inches; axle, 1 inch square; weight, 63 pounds. Price, \$13.00.

A very popular truck with the wholesale trade, for handling dry goods cases. Thoroughly made in every particular. All parts made to templet and are interchangeable.

Little Giant Truck.

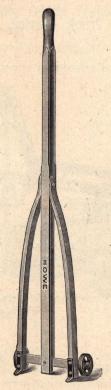


Fig. 706—For Handling Shoe Boxes and Bulky Packages of Light Weight.

Length of handle, 56 inches; width at nose, 101/4 inches; wheels, 31/2x7/6 inches; diameter of axle, 5/6 inch; weight, 9 pounds.

Price, \$3.00. With rubber faced wheels, price, \$5.50.

Trunk Carrier.

WITH RUBBERED WHEELS.

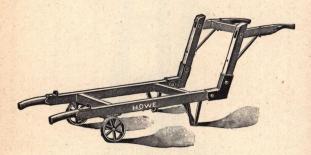


Fig. 708.

Axles Turned and Wheels Bored.

Length over all, 6 feet; width, 21 inches; height, 9 inches; wheels, 6x11/4 inches; weight, 49 pounds.

Price, \$20.00. Price, with plain iron wheels, \$17.00.

Designed for carrying trunks and boxes up and down stairs. Furnished with wheels attached to either end, but regularly made as shown in cut.

Dry Goods Truck.

WITH PIPE END RACKS.



Fig. 746.

This truck is used principally in dry goods and clothing houses, but is very useful for handling bulky material of any character. Platform is 52 inches long by 27 inches wide. Racks are 30 inches high of 1-inch pipe fitted together with T's and L's. Cast iron flanges fasten the racks securely to platform. Center wheels, 834x234 inches. Rigid or swivel casters, as desired. Axle, 114 inches square. Weight, 175 pounds.

Price, \$30.00.

Dry Goods Trucks.



Fig. 750-Light Pattern.

No.	Length of Platform, Inches.	Width of Platform, Inches.	Size of Wheels, Inches.	Diam. of Axles, Inches.	Height of End Racks, Inches.	Weight, Lbs.	Price.
1 2	42 45	24 27	7¾×2½ 8¾×2¾	1 11/8	25 25	150 170	\$18 00 21.00

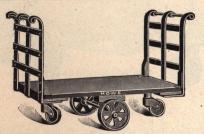


Fig. 752-Heavy Pattern.

No.	Length of Platform, Inches.	Width of Platform, Inches.	Size of Wheels, Inches.	Diam. of Axles, Inches.	Height of End Racks, Inches.	Weight, Lbs.	Price
1 2	42 45	24 27	7¾×2½ 8¾×2¾	1 11/8	25 25	175 190	\$22.00 25 00

These trucks are made with straight end racks, without end racks, or with one end rack, as may be ordered, at corresponding prices. The height of end rack is measured from top of platform.

Lispenard Dry Goods Truck.

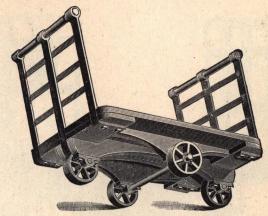


Fig. 751.

Axles Turned and Wheels Bored.

Length of platform, 42 inches; width of platform, 28½ inches; height of racks above platform, 31 inches; height of platform above floor, 11½ inches; width of racks, 24½ inches; wheels, 7¾x2 inches; axle, 1 inch round; weight, 195 pounds.

Price, \$25.00.

This truck has a substantial running gear of entirely new design and is intended for hard service; the wood work is of selected second-growth oak and ash lumber and the iron work is extra heavy.

Chicago Dry Goods Truck.



Fig. 753—Extra Heavy, with Two Center Straps and Plate for

Axles Turned and Wheels Bored.

Length of platform, 48 inches; width of platform, 26 inches; center wheels, 1134x2 inches; end racks, 28 inches high above platform; axle, 114 inches square; weight, 230 pounds.

Price, \$25.00.

These trucks have cast iron guards on each side over center wheels.

Philadelphia Dry Goods Truck.

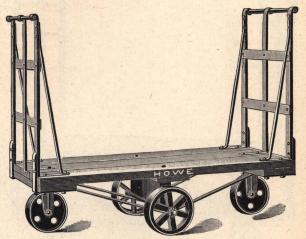


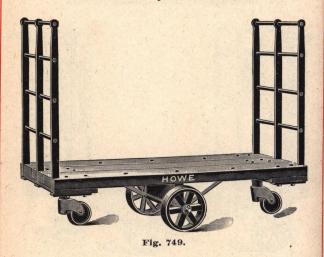
Fig. 748.

Axles Turned and Wheels Bored.

Length of platform, 48 inches; width of platform, 26 inches; height of racks above platform, 28 inches; height of platform above floor, 12 inches; center wheels, 9x23/4 inches; end wheels, 71/2x2 inches; axle, 11/8 inches square; weight, 220 pounds. With braced end racks and rigid casters.

Price, \$30.00.

St. Louis Dry Goods Truck.



Axles Turned and Wheels Bored.

Length of platform, 54 inches; width of platform, 24 inches; height of racks above platform, 30 inches; height of platform above floor, 12 inches; width of racks, 21 inches; center wheels, 834x234 inches; end wheels, 434x114 inches; axle, 11/8 inches square; platform of 2-inch oak; rods in end racks are of 5/8-inch round iron, turned at ends and riveted into uprights; swivel caster wheels; weight, 210 pounds.

Price, \$30.00.

Paper House Truck.

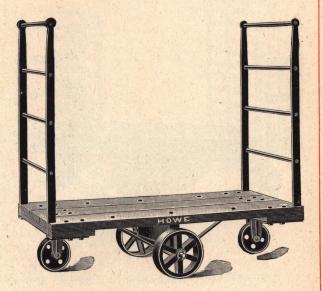


Fig. 810.

This truck has rigid end wheels, instead of the caster wheels ordinarily used on dry goods trucks; the end racks are straight and 35 inches high; platform, 27x48 inches; center wheels, 834x234 inches; wheels bored, axle turned; weight, 173 pounds.

Price, \$22.00.

Post Office Truck.

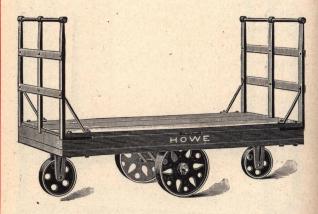


Fig. 812.

Used by the U. S. Government. Platform, $31\frac{1}{2}$ x67 inches, and $17\frac{1}{2}$ inches from floor; $14\frac{1}{3}$ -inch rubbered wheels on $1\frac{1}{4}$ -inch axle; $10\frac{1}{2}$ -inch rubbered rigid caster wheels on ends; wheels bored; axles turned; racks, 27 inches high; finished in vermilion or green, as ordered; tips at either end, as shown in cut. Weight, 335 pounds.

Price, with plain cast iron wheels, \$50.00. Price, with patent rubbered wheels, \$75.00.

Book Truck.

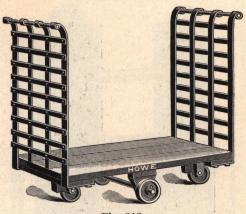


Fig. 848.

With Rubbered Wheels.

This truck is especially designed and constructed for handling large, heavy books used in banks, insurance, mercantile or other offices using large books to be placed in vault. Platform, 42 inches long, 24 inches wide; all bolts countersunk; iron end racks, 31 inches high, with four standards and ten crossbars, as shown in cut, and iron work ground smooth; all wheels rubber banded; center wheels 83/4x11/4, and casters, 53/4x11/4 inches; truck turns in its own length; weight, 200 pounds. Price, \$35.00.

Library Truck.



Fig. 895.

With Rubbered Wheels.

Ends, 40 inches high above platform and 1 inch thick. Shelves, 14 inches wide and 40 inches long. Platform, 1½ inches thick. Center and caster wheels are 4¾ inches diameter and 1¼-inch face; all wheels faced with rubber. Axle, 7% inch square. All wood and iron carefully selected and well finished. A strong, well made truck. Weight, 125 pounds.

When so ordered, we make this truck with edges bound with rubber tubing. Price, \$3.00 extra.

Cracker Truck.



Fig. 850.

Platform, 5 feet 10 inches long, 2 feet wide; end racks, 18 inches wide, 5 feet high; platform made of 1-inch oak, crosswise on three sills. All wheels run under platform; center wheels, 1034 inches diameter, 234-inch face; caster wheels at ends. Weight, 290 pounds.

Price, \$35.00.

New England Factory Truck.

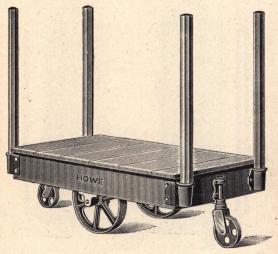


Fig. 813.

The above is a very strong truck for factory use, and is a new design, particular attention having been paid to the easy movement of the running gear. Platform, 27 inches wide, 48 inches long, 15½ inches high; four stakes, 33 inches high above platform, in cast iron sockets; center wheels, 14 inches diameter, 2¼-inch face; 6-inch swivel caster at each end; axle, 1 inch round, of cold rolled steel, with adjustable cast iron collars; weight, 137 pounds.

Price, \$14.00.

Furniture or Factory Truck.

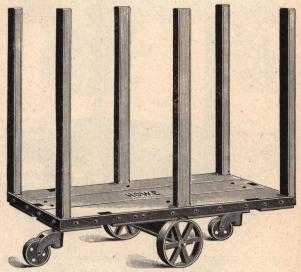


Fig. 814.

Platform, 27 inches wide by 48 inches long, with iron strap ½x1¾ inches around outside edge; six stakes, 36 inches high, adjustable in any of the twelve sockets, to suit convenience of user; all wheels bored and faced, and axle turned; center wheels, 8¾x2¾ inches; weight, 195 pounds.

Price, \$22.00.

Chicago Factory Truck.

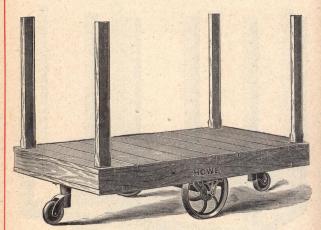


Fig. 815.

No.			Removable Stakes, Height, In.			Weight, Lbs.	Price.
1 2	48 60	24 36	30 30	11¾×2 11¾×2	1½ 1½ 1½	150 190	\$12,00 15.00

The above truck was designed to meet the demand for a cheap yet strong and substantial truck.

Wood Shop Truck.

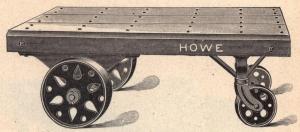


Fig. 816.

Turns in its own length. For wood-working shops, door and sash factories, etc. Platform, 27 inches wide by 54 inches long by 20 inches high; wheels, 13¾ inches in diameter, 2½-inch face; casters, 8 inches in diameter, 1½-inch face; wheels bored and axle turned; weight, 200 pounds.

Price, \$25.00.

Bar Iron Truck.



Fig. 886.

A very heavy, strong and durable truck. Platform, 25½ inches wide by 63 inches long; iron handle extends 59 inches in front of platform; truck stands on platform scale 3 feet square; patent steel spoke wheels, 3x20 inches; weight, 350 pounds.

Price, \$50.00.

California Lumber Truck.

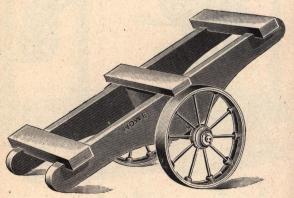


Fig. 902.

Length, 76 inches; width, 31 inches; sills, 3x12 inches; end bars, 3x6 inches; center bar, 2x6 inches; axle blocks, 13/4x12 inches. Steel axle, 2 inches square. Staggered spoke iron wheels, 24 inches in diameter, with extra wrought iron tires, with 4-inch tread; hub, 5 inches long. Wood varnished. Wheels blacked. Weight, 500 pounds.

Price, \$35.00.

Pipe Truck.

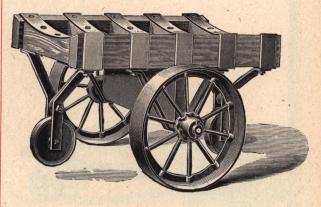


Fig. 857.

Platform, 3 feet long, 2 feet wide, 22 inches high; staggered wrought spoke wheels, 18 inches diameter, 4-inch face; axle, 134 inches square; weight, 300 pounds.

Price, \$30.00.

This truck is designed to handle pipe and can be loaded to 3,000 pounds capacity.

Three-Wheeled Wagon Truck.



Fig. 798

Axles Turned and Wheels Bored.

Length of platform, 52 inches; width of platform, 34 inches; rear wheels, 73/4x21/4 inches; swivel caster in front, with wheel 61/4x21/4 inches; axle, 11/4 inches square; wooden handle, 44 inches long, with crossbar; weight, 170 pounds.

Price, \$25.00.

Other sizes furnished to order at corresponding prices.

Lithographer's Truck.



Fig. 811.

Platform, 50 inches long; width, 34 inches, and 1¾ inches thick. Center wheels, 9¾ inches in diameter, 3-inch face; caster wheels to correspond; axle, 1¾ inches square, and 34 inches long. A ¼-inch T-shaped handle is used, with two eyes at each end of truck, so that truck can be drawn in either direction. Weight, complete, with handle, 215 pounds.

Price, \$22.00.

Leaf Tobacco Truck.

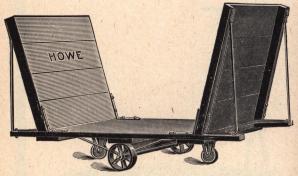


Fig. 852.

Used in tobacco warehouses for handling tobacco loose in the leaf or in "hands." Platform is 6 feet long outside, by 3 feet 6 inches wide, by 13% inches thick, of selected ash and elm. The end racks are 3 feet high, and flared, as shown in cut, being 4 feet 6 inches apart at bottom, and 5 feet 6 inches at top, with corners braced inside and outside. Thoroughly bolted and screwed together; no nails used. Outside painted green; inside finished in best coach varnish.

Center wheels, 734 inches in diameter, 2½-inch face; rigid casters, 8 inches high; wheels set so truck rests on platform scale 3x3 feet; truck has 1-inch "dip" at ends; weight, 260 pounds.

Price, \$30.00.

Depot Tobacco Truck.

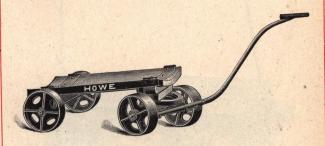


Fig. 854.

For handling hogsheads of tobacco, casks of queensware, etc. The platform being only 7 inches above floor at rear end, and 14 inches in front, casks are easily "tipped" onto truck.

Platform, 2-inch ash, 32½ inches long, 18 inches wide; two curved iron cross bands, 38x3 inches, with four sharp cone head bolts in each, which hold casks in place; wheels are extra heavy, 10 inches in diameter, 3-inch face; wrought iron fifth wheel, 11 inches in diameter. Weight, 160 pounds.

Price, \$25.00.



Axles Turned and Wheels Bored.

No.	Tiatiorm,	Width of Platform, Ft. In.	Wheels	Axles	Diam. of 5th Wheel, Inches.	Weight, Lbs.	Price.
1 2 3 4 5 6	3 0 3 2 3 4 3 6 3 8 3 10	2 0 2 2 2 4 2 6 2 8 2 10	$\begin{array}{c} 7\frac{1}{4}\times2\frac{1}{2}\\ 7\frac{1}{4}\times2\frac{1}{2}\\ 7\frac{1}{4}\times2\frac{1}{2}\\ 8\frac{1}{4}\times2\frac{1}{4}\\ 8\frac{1}{4}\times2\frac{1}{4}\\ 8\frac{1}{4}\times2\frac{1}{4}\\ \end{array}$	1 1 1 1½ 1½ 1½ 1½	5 7 7 7	110 120 130 155 158 172	\$14.00 15.00 16.00 17.50 18.50 20.00

Only the best selected Vermont oak or ash lumber is used in the construction of these trucks. Furnished with cast iron fifth wheel, and the rear axle strongly braced to platform. All parts made to templet and are interchangeable.

Nos. 1, 2 and 3, with rubbered wheels, extra..... \$12.00 4, 5 " 6, " " " 15.00

Grain Wagon.

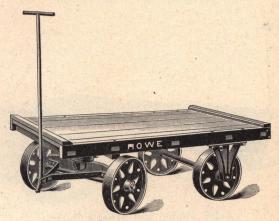


Fig. 756-With Fifth Wheel.

Axles Turned, Wheels Bored and Faced.

No.	Length of Platform Ft. In.	f Width of Platform Ft. In.	Size of Wheels, Inches.	Size of F't Axle, Sq. In.	Diam. of R'r Axle, Inches.	Weight, Lbs.	Price.
1 2	5 0 5 0	3 0 3 0	11×3 14×2½	11/4	11/4	235 275	\$30 00 35.00

These trucks are built in the most thorough manner, from carefully selected material, and will stand severe usage. All parts made to templet and are interchangeable.

Sole Leather Wagon.

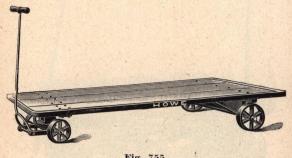


Fig. 755.

Axles Turned and Wheels Bored.

Length of platform, 96 inches; width of platform, 42 inches; rear wheels, 10x234 inches; front wheels, 734x232 inches; steel fifth wheel, 7 inches in diameter; front axle, 1732 inches long; rear axle, 4132 inches long; both axles of 132-inch square iron; height of platform above floor, 1332 inches; weight, 340 pounds.

Price, \$35.00.

Platform bound with band iron $1\frac{1}{2}$ inches wide, sunk flush with surface and corners rounded. Front bolster of wrought iron, $4x\frac{1}{2}$ inches. Curved handle with wood crossbar.

Heavy Leather Wagon.

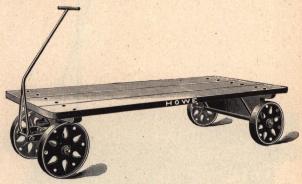


Fig. 759.

Axles Turned and Wheels Bored.

Length of platform, 84 inches; width of platform, 36 inches; height of platform above floor, 18½ inches; wheels, 14x2½ inches; front axle, 23½ inches long; rear axle, 35½ inches long; cast iron fifth wheel, 7 inches in diameter; both axles of 1½-inch square iron; weight, 325 pounds. Price, \$40.00.

Only the best selected second-growth Vermont oak or ash lumber is used in the construction of these wagons.

Heavy Warehouse Wagon.

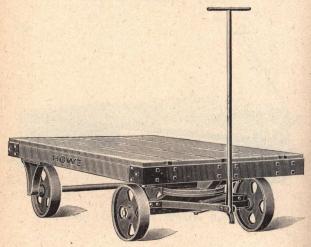


Fig. 787.

A MOST SUBSTANTIAL AND CONVENIENT WAGON FOR ALL WAREHOUSES.

Platform, 45 inches wide by 79½ inches long by 20½ inches high. Three stake sockets at each end. Each end is bound with heavy iron. Wheels, 14 inches in diameter by 3¼-inch face. Hubs of wheels have an oil chamber fitted with a screw plug.

Axles, steel, 1½ inches round in front and 1½ inches square in rear; steel circles, 15 inches diameter; well braced. Handle, 1-inch round iron and held by a coil spring. Weight, 515 pounds.

Price, \$33.50.

Metal Truck.



Fig. 788.

Axles Turned and Wheels Bored.

This truck is adapted for tin plate, pig tin, sheet lead, shot, etc. Platform, 42 inches long, 20 inches wide, 2 inches thick, made of best selected seasoned oak, with heavy iron band around top and countersunk, as shown in cut. All bolts countersunk. Extra heavy wheels, 93/4x4 inches; cast iron fifth wheel, 10 inches in diameter: iron handle, 36 inches long, as shown in cut; special forked handle, with eye bolt (F 242), attached direct to axle, furnished at same price; well braced; weight, 200 pounds.

Price, \$30.00.

Heavy Machine Shop Wagon.



Fig. 789.

Platform of oak, 6 feet long by 3 feet wide; 21 inches high; cross sills of 7/8x4-inch iron; heavy wood bolsters; platform tied together by four rods, running crosswise through edge. Heavy cast iron wheels, 16 inches diameter and 3-inch face. Steel axles, 2 inches square. Well braced front and rear. Capacity, 4 tons. Weight, 800 pounds.

Price, \$60.00.

Hot Metal Truck.

ESPECIALLY DESIGNED FOR TIN PLATE MILLS.



Fig. 797.

Axles Turned and Wheels Bored.

This truck is especially designed and constructed for taking the hot plates as they come from the rolls and carrying them to the shears for trimming. Labor is saved in handling the plates, as it is backed up to the rolls, the hot plates being laid thereon flat and allowed to cool before trimming. Corners of platform rounded. The frame is built of 5-16x3x3½-inch angle iron, covered with No. 10 iron riveted on top; platform, 56 inches long, 24 inches wide; top of platform, 11½ inches from floor; axles, 1½ inches square; 7-inch wrought iron circles; rear wheels, 9½x2 15-16 inches; front wheels, 8x2½ inches. Capacity. 6.000 pounds. Weight, 315 pounds. 8x21/2 inches. Capacity, 6,000 pounds. Weight, 315 pounds.
Price, with plain iron wheels, \$60.00.

Tin House Wagon.



Fig. 799.

Axles Turned and Wheels Bored.

This truck is used in the boxing department for carrying the finished plates from the tinning house to the box-

ing or shipping department.

Platform, 42x24 inches; top of platform, 171/2 inches from floor. Corners of platform rounded. Heavy iron band around top, and countersunk, as shown in cut. All bolts countersunk. Wheels, 12x4 inches; axles, 13% inches square; 10-inch cast iron circles. Well braced throughout. Capacity, 6,000 pounds; weight, 265 pounds. Price, with plain iron wheels, \$40.00.

Tin Plate Wagon.

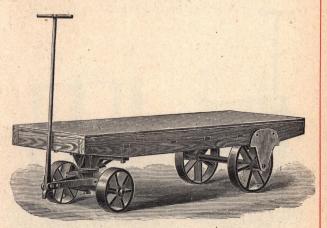


Fig. 801.

Axles Turned and Wheels Bored.

This truck is intended for carrying the plates from the shears to the annealing room.

Platform, 84 inches long, 28 inches wide; height from floor to top of platform, 20 inches; rear wheels, 16½x3 inches; front wheels, 11x3 inches; rear axle, 1½ inches round; front axle, 1½ inches square; cast iron fifth wheel, 10 inches in diameter, braced to platform of truck. Capacity, 6,000 pounds. Weight, 400 pounds.

Price, with plain iron wheels, \$40.00.

Shearing Wagon.

ESPECIALLY DESIGNED FOR TIN PLATE MILLS.



Fig. 803.

Axles Turned and Wheels Bored.

This truck is designed for carrying the trimmings, after they are bundled, to the cars for shipment.

Platform, 36x28 inches; top of platform, 12¼ inches above floor; three strips of ¼x2-inch iron screwed to top of platform; end racks, 18 inches high above deck; 7-inch cast iron circles; wheels, 8¾x2¾ inches; axles, 1¼ inches square. Capacity, 2,000 pounds. Weight, 210 pounds.

Price, \$35.00.

Tube Wagon.

ESPECIALLY DESIGNED FOR TIN PLATE MILLS.

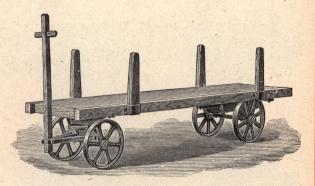


Fig. 805.

Axles Turned and Wheels Bored.

This truck is especially adapted for carrying tubing, and saves time and labor in handling.

Platform, 10 feet long, 30 inches wide, 22 inches high above floor. Four heavy stakes fitted into cast iron sockets. These sockets are tapered on three sides, so that the wearing of the stakes does not prevent them from fitting the sockets nicely at all times. Heavy 12-inch wrought iron circles. Rear wheels, 19½x2¼ inches; front wheels, 17x2¼ inches; axles, 1¼ inches square. Capacity, 2,500 pounds and upward. Weight, 435 pounds.

Price, with plain iron wheels, \$60.00.

Pickling or Bosh Truck.

ESPECIALLY DESIGNED FOR TIN PLATE MILLS.

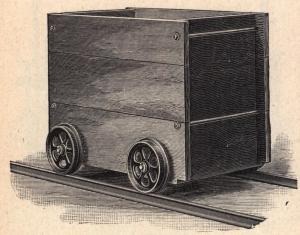


Fig. 807.

Axles Turned and Wheels Bored.

This truck is used for carrying the pickled plates to the tinning machine. Box is made from 13%-inch matched pine, firmly strapped and bound together by tie rods running across ends. All seams are leaded, and the box is made water tight. Size of box inside, 36 inches long, 21½ inches wide, 30 inches deep; flanged wheels, 94x 1½ inches; gauge of track, 28 inches. Truck painted red outside. Different sizes made to order at corresponding prices. Weight, 195 pounds.

Price, with plain iron wheels, \$45.00.

(See cut at bottom of page 101.)

Transfer Truck.

ESPECIALLY DESIGNED FOR TIN PLATE MILLS.

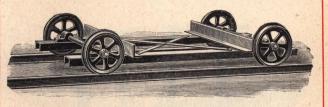


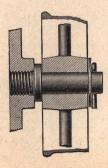
Fig. 809.

Axles Turned and Wheels Bored.

This truck is designed to transfer the pickle or bosh truck to tinning machine, and is built to run on tracks of 30-inch gauge.

Length over all, 60 inches; width, 28 inches; length of angle iron track, 36 inches; gauge of angle iron track, 28 inches; axles, 1 inch round; wheels, 934x1½ inches; height from track to top of angle iron track running crosswise, 4½ inches. Capacity, 3,000 pounds. Weight, 215 pounds.

Price, with plain iron wheels, \$30.00.



This cut illustrates method of fastening wheel and stud to truck shown on page 100. The stud is screwed into offset of axle and the end is upset to prevent same from unscrewing. Wheels are held on stud by washer and spring cotter.

Wire Nail Wagon.



Fig. 846.

Capacity, 1½ tons. Carries wire nails in kegs three tiers high. Used on scale or elevator. Handle turns up against end, as shown in cut.

Platform, 6 feet 9 inches long, 17 inches wide; end racks, 30 inches high; side rails, 4x6 inches, and extra heavy wood cross-pieces and bolsters; wheels, 13¾ inches in diameter, 2½-inch face; wrought iron fifth wheel. Weight, 500 pounds.

Price, \$65.00.

Bacon or Ham Truck.

WITH FLAT TOP.

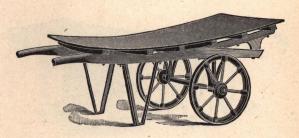


Fig. 758.

Axles Turned, Wheels Bored and Faced.

Size of platform, $64\frac{1}{2}x32$ inches; length over all, 77 inches; size of wheels, 20x2 inches; length of hub, $4\frac{3}{4}$ inches; diameter of axle, $1\frac{1}{4}$ inches; height from floor at legs, 22 inches. Weight, 206 pounds. Wheels wrought spoked and bored to center.

Price, \$25.00.

Bacon or Ham Truck.

WITH BEVELED TOP.

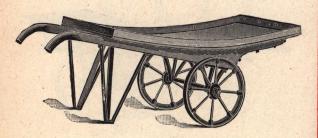


Fig. 760.

Axles Turned, Wheels Bored and Faced.

Size of platform, 62x35 inches; length over all, 6 feet 8 inches; size of wheel, 20x2 inches; length of hub, 434 inches; diameter of axle, 1¼ inches; height from floor at legs, 23½ inches; weight, 223 pounds. Wheels wrought spoked and bored to center.

Price, \$28.00.

Pork Truck.

CLOSED TOP.

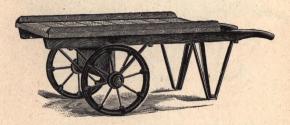


Fig. 764.

Axles Turned, Wheels Bored and Faced.

Size of platform, 52x32 inches; size of wheels, 20x2 inches; axle, 1½ inches square; height from floor at legs, 22½ inches; weight, 256 pounds. Wheels wrought spoked and bored to center.

Price, \$25.00.

Market House Truck.

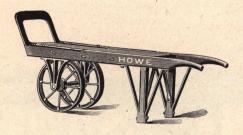


Fig. 765

The name indicates the purpose for which this truck is intended, but it is also a convenient truck for many other purposes. It is strong and durable.

The platform is 19 inches wide, 42 inches long, 66 inches long over handles, and 19½ inches high. Solid iron nose, 11 inches long. Legs well braced. All irons extra heavy. Improved wrought spoke wheels, 18 inches diameter, 2-inch face, painted black. Heavy axle and brackets. Woodwork varnished. Weight, 166 pounds.

Price, \$20.00.

Salt Truck.



Fig. 782.

Axles Turned and Wheels Bored.

With wrought spoke wheels, 20 inches in diameter, 2-inch face. Box balanced on axle.

Hopper 24 inches wide by 40 inches long at bottom, inside; 31 inches wide by 52 inches long at top, inside; 18 inches deep. Made of pine, 13% inches thick, and iron corner-braced. Weight, 300 pounds.

Price, \$40.00.

Loin Truck.



Fig. 870.

Used in packing houses for handling the loin, loading it in cars, etc. This truck is especially designed for this purpose, and by its use the loin is kept in good shape.

Platform, 30 inches wide, 53 inches long; handles, 18 inches long; length over all, 72 inches; height of platform from floor, 20 inches.

Rack, best oak mortised together, 30 inches wide, 48 inches high, with four removable ash shelves and one stationary top shelf, of same size as platform. Iron straps across ends of shelves, strengthening them and preventing warping. Improved staggered wrought spoke wheels, 20 inches diameter, 2-inch tread, painted black. Woodwork varnished. Weight, 475 pounds.

Price, \$35.00.

Canning House Truck.



Fig. 906.

A serviceable and convenient truck for handling cases of canned goods.

Handles, 134x3 inches by 7½ feet long; slats, 5½ feet long by 3¼ inches wide; length over all, 7 feet 7 inches; platform, 22 inches wide and 21½ inches high; rack, 3½ feet high by 22 inches wide; axle, 1½ inches round; wheels, 20 inches diameter and 2-inch face. Rubbered wheels in legs. Material first class and well put together and finished. Weight, 215 pounds.

Price, \$25.00.

Sausage or Packer's Truck.



Fig. 780.

Axles Turned and Wheels Bored.

Length of platform, 37 inches; width, 21 inches; depth of box, 18 inches; large wheels, 113/4x2 inches; caster wheels, 6x11/2 inches; axle, 11/8 inches square. Weight, 175 pounds.

Price, \$28.00.

The box is made of pine, 1½ inches thick. Made with caster wheels on each end and large wheels in center, when so ordered.

Combination Truck.



Fig. 707.

Length, 42 inches; width at nose, 12 inches; wheels, $3\sqrt[3]{4}$ x1½ inches; axle, 5% inch square.

Solid hardwood board, from selected lumber; castiron handle and nose iron; weight, 17 pounds.

A very convenient, lowpriced truck.

Price, per doz., \$21.00.

St. Louis Box Truck.



Fig. 767.

Length, 25 inches; width, 17 inches; center wheels, $3\frac{1}{4}x1\frac{1}{8}$ inches; end wheels, $2\frac{7}{8}x1\frac{1}{4}$ inches; weight, 45 pounds; all wheels run in cast iron boxes; truck turns on center wheel as a pivot.

Price, \$8.00.

Box Trucks.



Fig. 766-With Spike Head Bolts, to Prevent Boxes from Slipping.

Axles Turned and Wheels Bored.

No.	Length, Inches.	Width, Inches.	Size of Wheels. Inches.	Size of Axles, Sq. Inches.	Weight, Lbs.	Price.
1 2	18 26	18 18	4×13/8 4×13/8	3/4	27 32	\$5.00 6.00



Fig. 768-Six Wheels.

No.	Length, Inches.	Width, Inches.	Size of Wheels, Inches.	Size of Axles, Sq. Inches.	Weight, Lbs.	Price.
1 2	24	16	4×13/8	3/4	41	\$8.00
	36	22	4×13/8	3/4	48	12.00

The center wheels are set lower than end wheels, so that truck may be easily balanced and turned in any direction.

Fig. 770-Six Wheels.

Length, 28 inches; width, 18 inches; wheels, 4x13/8 inches; axles, 3/4 inch square; weight, 48 pounds.

Price, \$9.00.

The woodwork of this truck is extra heavy and the wheels are cut in, same as shown in Fig. 766.

Lispenard Box Truck.



Fig. 772.

Axles Turned and Wheels Bored.

No. 1—Length, 24 inches; width, 15½ inches; size of wheels, 4x1¾ inches; axles, ¾ inch square; weight, 25 pounds.

Price, \$5.00.

No. 2—Same dimensions as No. 1, but with heavier woods.

Price, \$6.00.

Braced Box Truck.



Fig 774-Four Wheels.

Axles Turned and Wheels Bored.

Length, 24 inches; width, 16 inches; size of wheels, 4x1½ inches; axle, 34 inch square; weight, 33 pounds.

Price, \$9.00.

Tobacco Truck.



Fig. 776.

Axles Turned and Wheels Bored.

Length, 27½ inches; width, 19½ inches; size of wheels, 4½x2 inches; axles, 1 inch square; weight, 65 pounds. Price, \$12.00.

Timber Dolly.



Fig. 864.

No. 1—Length, 1834 inches; width, 1534 inches; roller of cast iron, 10 inches long, 6 inches in diameter; weight, 57 pounds.

Price, \$6.00.

No. 2—Length, 26 inches; width, 18½ inches; roller of cast iron, 12 inches long, 6 inches in diameter; weight, 70 pounds.

Price, \$8.00.

This truck is designed for use in logging regions, either as a truck, as shown in above cut, or when turned bottom side up as a roller. Frame is made of hardwood, with beveled edges and well mortised. The roller is made of cast iron with a wrought iron shaft passing clear through, and bearings are turned to center, and are fitted in cast iron boxes bolted to sides of frame.

Dry Goods Box Truck.



Platform, 18x24 inches. Wheels, set on like Fig. 750, dry goods truck, so the ends "tip" ½ inch. Weight, 35 pounds.

Price, with 4-in. plain wheels, \$10.00.

Price, with 4½-in. rubbered wheels, 20.00.

Barrel Spider.



Fig. 884.

For grocers' use. Platform, 18 inches square and 12 inches from floor, so that a barrel set on end admits a gallon measure under the faucet. Well braced. Wheels, 6 inches diameter, 13% inches face. Weight, 45 pounds.

Price, \$8.00.

Roll Paper Truck.



Fig. 856.

For handling rolls of paper, any size up to 2 feet in diameter.

Frame, 32 inches long by 19½ inches wide. Side rails, 2½x4½, and 9¼ inches high. Two rings for attaching rope, as shown in cut.

Wheels, 41/4 inches diameter, 2-inch face. Wheels bored and painted.

The two center wheels are set on bolster ½ inch deeper than end wheels, so that truck is evenly balanced, and turns easily in any direction without marring floor.

Axles turned and cross braced with iron, and frame mortised together, making a strong truck. Weight, 71 pounds.

Price, \$15.00.

Soap Frame Truck.



Fig. 872.

This truck is used extensively in soap factories, in connection with iron frames or tanks that fit on platform, the latter serving as bottom of frame or tank, for handling hot soap or other substances.

Platform, best seasoned ash lumber, double thick, each board being 134 inches thick. Bottom platform is 21 inches wide by 56 inches long. Top platform, 1514 inches wide by 485% inches long, or standard size of iron soap frames. Heavy sills and cross pieces. U bolt, or staple, 34 inch round, in each end of platform to attach rope or hook handle.

Wheels, 6¼ inches diameter, 2¼-inch face; axles, 1½ inches square iron. Wood parts varnished. Wheels painted black. Weight, 150 pounds. Price, \$15.00.

Express Truck.

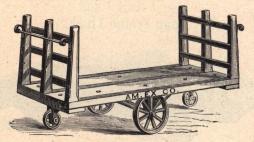


Fig. 792.

Axles Turned and Wheels Bored.

Length over all, 5 feet; length inside racks, 54 inches; width, 24 inches; height of racks above platform, 24 inches; center wheels, 13x1½ inches; caster wheels, 7¼x1½ inches; axle, 1 inch square; weight, 220 pounds.

Price, \$40.00.

Baggage Barrow.

CURVED PATTERN.



Fig. 822-Wrought Spoke Wheels.

Axles Turned, Wheels Bored and Faced.

No.	Length, Ft. In.	Width, Inches.	Size of Wheels, Inches	Weight, Lbs.	Price.
1	8 0	24	$\begin{array}{c} 20 \times 2 \\ 20 \times 2 \\ 20 \times 2 \\ 20 \times 2 \end{array}$	350	\$40.00
2	10 0	27		385	45.00
3	13 0	29		455	55.00

Baggage and Express Wagon.

WITH SARVEN PATENT WHEELS.

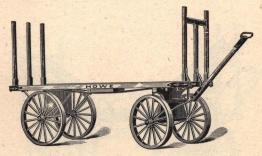


Fig. 824.

Axles Turned and Wheels Bored.

Length of platform, 10 feet; width of platform, 39 inches; height from floor, 35 inches; height of end racks, 39 inches; front wheels, 28x3½ inches; rear wheels, 31x3½ inches; weight, 630 pounds.

Price, \$100.00.

These wagons are the latest and best model, and are made of the most carefully selected material. Heavily ironed. Painted in vermilion and green. Any other finish to order, as may be desired.

Furnished with wrought-iron wheels (cast-iron hub), 31 inches and 28 inches in diameter, with 3-inch tread, when so ordered.

Baggage Wagon.

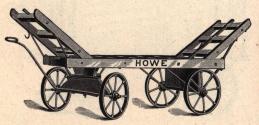


Fig. 826-With Sloping Ends and Wrought Spoke Wheels.

Axles Turned, Wheels Bored and Faced.

No.	0	ngth of dy, In.	Width, Inches.	Length of Racks, Inches.	Front Wheels,	Size of Rear Wheels, Inches.	Weight, Lbs.	Price.
1 2 3	7 10 12	0 0 0	26 27 32	28 35 44	20×2 20×2 20×2 20×2	22×2½ 22×2½ 22×2½ 22×2½	462 500 615	\$70.00 80.00 90.00

These wagons are the latest and most approved pattern, and are made of carefully selected material. Heavily ironed. Painted in vermilion and green. Any other finish to order, as may be desired.

Double End Express Wagon.

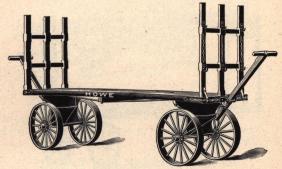


Fig. 828.

Wrought Iron Fifth Wheel, 20 Inches in Diameter.

Steel Axles.

A very desirable wagon for use at stations where platforms are narrow or space contracted, as it is not necessary to turn it around. Size, 38½ inches x 12 feet; height, from floor, 34 inches; standards, 45 inches high, and furnished with check hooks; Sarven patent wood wheels, 28 inches in diameter; tire, 3½x¼ inches; weight, 795 pounds.

Price, \$125.00.

Boston Express Wagon.

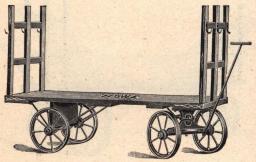


Fig. 832.

Axles Turned, Wheels Bored and Faced.

Length of platform, 84 inches; width, 30 inches; height of platform, 22 inches; height of end racks, 36 inches; wheels, 18x2 inches; axle, 11/8 inches square; weight, 400 pounds.

Price, \$60.00.

This wagon is designed for use at the small stations where traffic is light; has three check hooks on each end rack. Made of the best selected material, and finished in vermilion and green or otherwise, as may be specified.

Light Baggage Barrow.



Fig. 834-With Covered Top.

Axles Turned, Wheels Bored and Faced.

Length of platform, 84 inches; width, 24 inches; wheels, $14x2\frac{1}{2}$ inches; diameter of axle, $1\frac{1}{4}$ inches; weight, 147 pounds.

Price, \$25.00.

Sloping Back Baggage Barrow.



Fig. 838.

Axles Turned, Wheels Bored and Faced.

No.	Length, Ft. In.	Width, Inches.	Size of Wheels, Inches.	Weight, Lbs.	Price.
1 2 3	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	24 27 30	18×2 20×2 20×2	210 267 305	\$33.00 40.00 55.00

Kentucky Tobacco Truck.

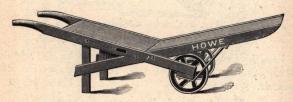


Fig. 868.

This is a very handy truck. The front end, or dash, tips even with floor, so that cases, etc., are easily loaded. Frame mortised and well bolted together, and platform "matched." Size of platform, 34½ inches wide by 26½ inches long. Dash, 41 inches long. Height at deepest curve, 12½ inches. Wheels, 12 inches diameter, 2-inch face. Woodwork varnished. Iron parts blacked. Weight, 116 pounds.

Price, \$16.00.

Seed Warehouse Truck.

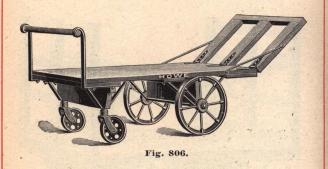


Fig. 804.

Platform, 3x4 feet. Removable wooden end racks. Wheels, 12 inches in diameter by 2-inch face. For handling seed and grain in bags, and for general use in seed warehouses. Weight, 150 pounds.

Price, \$34.00.

Boston Leather Truck.



Axles Turned and Wheels Bored.

Platform, 3x5 feet, with extension tailgate, 2 feet long, fastened with three heavy strap hinges, and folds over flat on bottom when not in use. Wrought spoke wheels 18 inches in diameter, 2-inch face; hub, 31/8 inches long. Axle turned. All wheels bored and faced. Weight, 237 pounds.

Price, \$35.00.

Commission House or Fruit Truck.

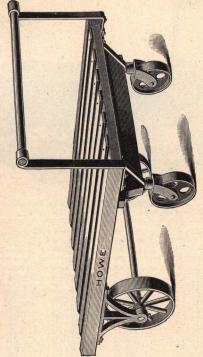


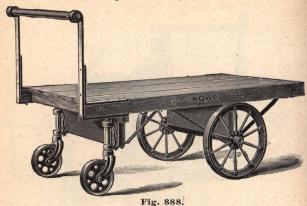
Fig. 808.

Platform, 42 inches wide, 54 inches long, 18 inches above floor. Six slats lengthwise. Wheels, 13¾ inches in diameter, 2½-inch face. The caster wheels are 8 inches in diameter, 1½-inch face. Wheels bored and faced, and axle turned.

One man can handle as large a load with this truck as four men with the ordinary two-wheeled trucks. Weight, 214 pounds.

Price, \$35.00.

Chicago Grocery Truck.



Axles Turned and Wheels Bored.

No.	Size of Platform, in Feet.	Size of Rear Wheels, Inches.	Size of Caster Wheels, Inches.	Weight, Lbs.	Price.
1 2 3	2 ×3 2 ×4	12×2 12×2	6×13/6 6×13/8	160 165	\$20.00 21.00
4 5	2½×4 2 ×5 3 ×4 2½×5	$egin{array}{c} 12 imes 2 \\ \end{array}$	6×13/8 6×13/8 6×13/8	170 170 185	22 00 22.00 23.00
4 5 6 7 8 9	3 ×5 2 ×4 2½×4	$12 \times 2 \\ 12 \times 2 \\ 18 \times 2 \\ 18 \times 2$	6×13/8 6×13/8 8×11/2 8×11/2	190 200 200 210	24.00 25.00 25.00 26.00
10 11 12	2½×4½ 3×4 2½×5	18×2 18×2 18×2	8×1½ 8×1½ 8×1½ 8×1½	215 220 225	27.00 28.00 29.00
13 14 15	2 ×5 2 ×6 2½×6	$18 \times 2 \\ 18 \times 2 \\ 18 \times 2$	8×1½ 8×1½ 8×1½	225 230 235	29.00 30.00 31.00
16 17	3 ×5 3 ×6	18×2 18×2	8×1½ 8×1½	240 250	32.00 34.00

Nos. 1 to 7 have cast iron rear wheels. Nos. 8 to 17 have wrought spoke rear wheels. The above trucks furnished with box, if desired, at corresponding prices.

Pittsburgh Grocery Truck.



Fig. 784.

Axles Turned and Wheels Bored.

No.	Size of Platform, in Feet.	Size of Rear Wheels, Inches.	Size of Caster Wheels, Inches.	Weight, Lbs.	Price.
1	2 ×3 2 ×4	12×2 12×2	6 ×1¼ 6 ×1¼	160 165	\$24.00 25.00
2 3	2½×4	. 12×2	6 ×1¼	180	26.00
4 5	2 ×5 3 ×4	12×2 12×2	6 ×1¼ 6 ×1¼	185 190	$26.00 \\ 27.00$
6	2½×5	12×2	6 ×1¼	190	27 00
7 8	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	12×2 18×2¼	6 ×1¼ 85/8×1½	200 200	29.00 30.00
9	2½×4 2½×4½	18×2¼ 18×2¼	85/8×11/2 85/8×11/2	215 245	31.00
10 11	3 ×4	18×2¼	85/8×1½	250	$\frac{32.00}{33.00}$
12 13	2½×5 2 ×5	18×2¼ 18×2¼	85/8×15/2 85/8×15/2	250 240	33.00
14	2 ×6	18×2¼	85/8×1½	250	33.00
15 16	2½×6 3 ×5	18×2¼ 18×2¼	85/8×1½ 85/8×1½	260 270	34.00 35.00
17	3 ×6	18×2¼	85/8×1½	280	36.00

Above trucks furnished with rubbered wheels at special prices.

Brick Wagon or Mule Truck.

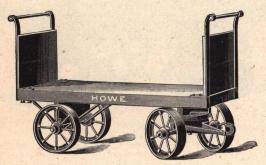


Fig. 818.

Extra Heavy Fifth Wheel.

A strong, well made wagon, for use with horse power, for hauling brick in molds. Capacity about 700 green brick, or 5,000 pounds. Platform, 28x78 inches; height from ground, 23½ inches. End racks, 26 inches high. Wrought iron fifth wheel, 15 inches in diameter. Wrought spoke wheels, 18 inches in diameter by 4-inch face. Axle, 1½ inches square. Bored wheels and turned axles. Weight, 450 pounds.

Price, \$50.00.

Furnished with shafts when specially ordered.

Brick Car.

IMPROVED WOOD FRAME DRYER CAR.



Fig. 858.

For Track 28-inch Gauge.

These cars are especially designed for conveying green brick from machine to dry house and thence to kiln. Usual number of brick taken at a load, 500. We are prepared to make these cars of wood or all metal of any special sizes or shapes desired. The dimensions of the one here illustrated are as follows:

Length, 7 feet; width, 32 inches; height, top of rail to top of platform, 20 inches. The sills are 2½x6¾ inches. Axles, 1¾ inches square. Our improved staggered wrought spoke flanged wheels, 18 inches diameter, 1¾-inch tread. Two sockets at each end for removable gaspipe handle, as shown above.

Strong and well made, and easily handled by one man. Suitable for all stiff mud brick made by the various die machines, and adapted for handling all dry pressed and semi-dry pressed bricks. Painted red. Weight, 420 pounds.

Price, \$50.00.

We also manufacture Transfer Cars—all metal or part wood—for use at intersections of yard track, and turntables.

Wood Tram Car.

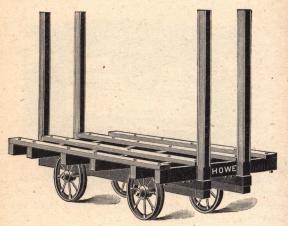


Fig. 874.

For handling cord wood, tan bark, staves, railroad ties and many other purposes.

Platform, 4 feet wide, 8 feet long, with four removable stakes, as shown in illustration. Painted dark red.

Improved wrought spoke wheels, 18 inches diameter, 134 inches tread; hub, 5 inches long. Axles, 134 inches square iron. Iron parts painted black. Weight, 425 pounds.

Price, \$50.00.

Wall Paper Truck.



Fig. 896.

Axles Turned and Wheels Bored.

Length between handles, 48 inches; width, 16 inches; height inside, 27½ inches; extreme height, 39 inches; wheels, 7½x2 inches; axles, 1 inch round; weight, 154 pounds.

Iron Wheels. Price, \$20.00.

Rubbered Wheels. Price, 26.00.

This truck is made especially for wall paper dealers, but is useful for handling all kinds of bulky merchandise. Center wheels 5% inch lower than end wheels.

This truck can be furnished with casters (plain iron or rubbered) at ends instead of wheels and axles, if so ordered.

Tallow Truck.



Fig. 794.

Axles Turned and Wheels Bored.

Size of box inside: Length, 461/4 inches; width, 281/4 inches; depth, 20 inches. Wheels, 18x2 inches, with steel spokes; caster wheel, 43/4x13/4 inches; axle, 11/4 inches square. Box of %-inch oak or ash, firmly bound together by straps of 2x1/2-inch iron; height from floor to top of truck, 391/2 inches; weight, 260 pounds.

Price, \$30.00.

This truck is extensively used in abattoirs and pork packing establishments for carrying the fat cuttings from floor to floor on elevators.

Seeding Truck.



Fig. 796.

Axles Turned and Wheels Bored.

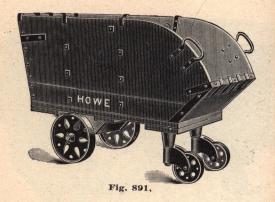
Size of box inside: 60 inches long, 32½ inches wide, 19½ inches deep. Height from floor to top of box, 32½ inches; center wheels, 11¾x2 inches; rigid casters, with wheels 6x2 inches; axle, 1¼ inches square.

Box of 1½-inch white pine, firmly strapped and bound together by tie rods running across ends. Weight, 240 pounds.

Price, \$32.00.

This truck is intended to be lined with zinc by purchaser. It is used for receiving hot grease from trying tanks, which is stored therein for a certain length of time for "seeding" the grease, after which it is barreled.

Coal Truck.



Axles Turned and Wheels Bored.

Capacity-Half Ton.

Box: Length at bottom, 4 feet; over all, 5 feet; width at bottom, 2 feet; at top, 2½ feet; depth inside, 2 feet. All of 1½-inch oak.

Four iron straps (134x1/8) entire length on bottom, fastened by screws, extending up and bent over at both ends, and four inside braces (1x1/4) bolted through sides and bottom. Iron strapped (11/2x1/8) all around top edge.

Handles, 5%-inch round iron, bolted on. All bolts inside box are countersunk. Wheels, 14 inches in diameter, 2½-inch face; caster wheels, 8x1½ inches; axle, 1¾ inches square; weight, 400 pounds.

Price, \$35.00.

Skids.



Fig. 894.

Length, Feet.	Width Inside of Rails, Inches.	Kind.	Size of Side Rails, Inches.	No. of Cross Bars.	Weight. Lbs.	Price.
6 7 8 6 7 8 9 10 12	10¾ 10¾ 10¾ 12½ 12½ 12½ 12½ 12½ 13½	Light Heavy	$\begin{array}{c} 1\frac{1}{4}\times2\frac{3}{4} \\ 1\frac{1}{4}\times2\frac{3}{4} \\ 1\frac{1}{2}\times2\frac{3}{4} \\ 1\frac{1}{4}\times3\frac{3}{2} \\ 1\frac{1}{4}\times3\frac{3}{2} \\ 1\frac{1}{4}\times3\frac{1}{2} \\ 1\frac{1}{4}\times3\frac{1}{4} \\ 1\frac{1}{4}\times4 \end{array}$	2 2 2 2 2 3 3 4	22 24 32 36 40 43 49 52 75	\$6 00 7 00 8 00 7 50 8 75 10 00 11 25 12 50 15 00

Made from the best quality oak or ash lumber and heavily ironed at each end. Any size under 6 feet same price as 6 feet. Special sizes made to order.

Cast-Iron Truck Wheels.

No.	Diameter, Inches.	Face, Inches.	Diam. Hub, Inches.	Length Hub, Inches.	Bore, Inches.	Weight, Lbs.
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 32 32 32 32 32 32 32 32 32 32 32 32	6 7 7 7 34 8 78 10 12 13 56 9 15 11 56 12 10 9 38 9 9 12 11 34 5 34 6 14 5 34 6 11 34 9 38 11 34 9 9 12 11 34 9 13 14 9 13 14 15 16 17 18 18 18 18 18 18 18 18 18 18 18 18 18	2 2 2 2 3 4 2 3 3 4 3 3 4 3 3 4 3 2 7 8 2 7 8 2 7 8 2 7 8 2 7 8 2 8 2 8 2	134 134 134 134 136 136 136 136 136 136 136 136 136 136	17% 17% 17% 17% 17% 17% 17% 17% 17% 17%	34 36 1 16 1 16	434 6 81/2 1134 161/4 21 1/2 29 18 1/2 22 17 1/2 161/4 19 3 1/2 21 1/2 2

Cast-Iron Truck Wheels.

(Continued.)

No.	Diameter, Inches.	Face, Inches.	Diam. Hub, Inches.	Length Hub, Inches.	Bore, Inches.	Weight, Lbs.
33	7 5/8 4 3/4	2 2	17/8	21/2	1 14 78 34 76 56 58 58 58 58 58 58 58 58 58	10
34	4 3/4	2	1 7/8	21/4	7/8	4
35	4	11/2	11/4	1 1/2	3/4	3
36	6	1 1/2	2	15/8	7/8	51/2
37	3	1	1 1/8	11/8	5/8	1
38	21/2	2	1/4	2	5/8	2
39	- 21/2	1 1/2	1 1/8	1/2	3/8	0
40 41	6 3 2½ 2½ 5 - 8	1/4	11/8	1/2	3/8	51/
41	13/	254	1 78	92/	9/8	4 3 5½ 1 2 8 3 5¼ 5 4
45	43/4 8 73/8 8	13/	1 ½ 1 ¼ 1 ½ 1 ½ 1 ½ 1 ½ 1 ½ 1 ½ 1 ½	214	78	9
46	736	11/4	156	11/	3/	9
46 47	8	13/	13/	21/6	3/	91/2
48	976	2	17/6	21/8	1	11
50	121%	31/2	21/2	27/6	1	27
51	151/	234	21/8	25%	1	27 21
52	97/8 121/8 151/4 16	4	134 178 21/2 21/8	41/4	1 1/8 1	50
53	91/2	3	13/4	25/8	1	111/4
54	111/2	31/2	13/4	31/8	1	22
55	85/8	11/2	11/2	21/8	- 7/8	8 37
56	18	21/4	21/4	21/2	1	37
57	9½ 11½ 85% 18 135%	31/4	21/2	31/4	13/8 11/8	29 23
58	CONTRACTOR OF THE PARTY OF THE	3	21/4	31/4	11/8	23
59	71/2	2	15/8	21/8	7/8 3/4	7
60	7½ 3¼ 4¾ 4¾	1½ 1½ 1½ 1½ 1¼ 1½ 1½ 1½ 1½ 1½ 1½ 1½ 1½ 1½ 1½ 1½ 1½ 1½	134 134 11/2 21/4 21/2 21/4 15/8 11/2 11/8	2118% 1112 1112 1112 1112 1112 1112 1112	3/4	3 2½ 1 23 27¼
61	434	14	1 1/8	1/2	1/2	2/4
62	31/2	92/	1	21/	1/8	02
63	14	7/8 23/8 21/2 21/4 21/4	2 2 2 ½ 3 2 ½	3 ¼ 3 ¼ 4 ¾ 4 ¾ 3 ¾	5/8 1 1/8 1 1/8	971/
64 65	133/ ₄ 19	2/2	21/	13/	1 1/8	61 74
66	22	2.1/	3/8	33/	1¼ 1¼ 1¼ 1%	61 65
71	1734	14	21/	41/4	11/6	50
	74		~/2	-/4	-/8	
The second second	the severe and		A CONTRACTOR OF THE PARTY OF TH	The second secon	The second second second	The state of the s

Cast-Iron Truck Wheels.

(Continued.)

No.	Diameter, Inches.	Face, Inches.	Diam. Hub, Inches.	Length Hub, Inches.	Bore, Inches.	Weight, Lbs.
72 73 74 75 76 77 78 81 83 84 86 87 88 90 92 93 98 99 103 104 105 106 107 108 109 111 113 114 117	13 4 12½ 6 6½ 6 ½ 8¾ 10 8 6¼ 4¾ 16 7¼ 8 3¼ 2½ 8 14 9¼ 10 14 16 3¾ 6 7 7 17½ 10	1½ 23 1¾ 2 ½ 2¾ 2¼ 2¼ 1½ 2 ½ 1¼ 2 ½ 1¼ 2 ½ 1¼ 3 ¼ 3 ½ 3 ½ 3 ½ 4 ¼ 6 ¼ 6 ¼ 3 ¼ 6 ¼ 3 ¼ 6 ¼ 3 ¼ 6 ¼ 8	1344213441344134413441344134413441344134	1% 2 ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½ ½	1 1,44 34 34 34 1 1,8 34 7,8 1,7 1,7 1,7 1,7 1,7 1,7 1,7 1,7 1,7 1,7	17 6 36 3½ 6½ 9 12¼ 20 8 8 3 24 7¾ 12 2 1½ 3 62¼ 42½ 42½ 42½ 42½ 13½ 6½ 13½ 6½ 13½ 6½ 13½ 6½ 13½ 14½ 14½ 14½ 14½ 14½ 14½ 14½ 14½ 14½ 14
117	15	31/	21/	31/	13/8	35
118	21/2	11/2	11/2	31/4	3/4	11/4
120	21/2	3	21/8	31/4	3/4 1 1/8	11 1/2
1~0	1		/8	74	-/0	1 ()
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Cast-Iron Truck Wheels.

No.	Diameter, Inches.	Face, Inches.	Diam. Hub, Inches.	Length Hub, Inches.	Bore, Inches.	Weight, Lbs.
128	12	4	31/2	4	15/8	50
130	12	2	31/2	2 ¼ 3 ¼ 3 ¼ 3 ¼	15/8	22
131	111/4	35%	31/2	3	11/2	261/2
133	14	5	21/4	31/	11/	50
134	18	21/2	3	3	1¼ 1½	45
136	4	1½ 3½	15%	11/2	5/6	3
137	18	31/2	15/8 21/2	31/2	11/6	50
138	9	21/2	13/	23/	3/	12
139	43/4	13/16	11/8	11/4	5/8 1 1/8 3/4 1/2	21/
140	7	21/2	11/2	23/4	3/8	91/
141	91/2	23/4 11/2	134 11/8 11/2 2	3 ½ 2 ¾ 1 ¼ 2 ¾ 3 ¼ 1 ½	1 1/8	2 ¼ 9 ¼ 13 ¼ 3 ¼ 2 1 ½
144	6	11/2	11/4	15/8	3/4	31/4
145	37/8	13/16	11/4	13/8	1/2	2
147	43/8	11/16	11/4	13/16	5/8	11/2
148	11	41/2	1¼ 2½ 2½ 2⅓ 8 2½ 2 1¼ 2	31/2	11/8	9%
149	103/4	213/16	21/8	31/4	11/8	211/2
151	16	23/4	3	31/4 25/8	1	40
152	1034	234	21/2	23/4	11/8	16
153	0	4	2	41/18		13
154	7	4	2	41/2	7/8	23
155	25/8	11/4	11/4	11/4	1/2	11/2
156	74	11/4 2	2	4½ 1¼ 2¼ 2½ 278	1	71/2
157 158	14	4	23/8	27/8	1 1/8	40
159	5 ½ 5 ½ 5 ½	11/2	111/16	11/2	1	31/2
160	0.98	12/	134		1	5
161	31/4 33/4	13/8	15/16	7/8	3/4 3/4	11/2
165	8	23/8	13/8	2	1/4	3
166	63/8	3½ 15%	15/8	31/2	1	15
167	14	6	1.3/8	21/8	5/8 1 1/8 1	51/2
168	7	21/4	25/8	11/2	1/8	54
169	5	31/4	134	35/8	7/8	71/2

Cast-Iron Truck Wheels.

170 4 234 134 3 118 171 6 2½ 1½ 234 34 172 1134 2 238 2½ 1¼ 173 534 2½ 2% 2½ 1¼ 174 358 1¼ 1¼ 1½ 3 2½ 1½8 176 25% 1 1½ 1½ 3 78 1½ <t< td=""><td>5 6 ½ 28 6 ½ 2 11 ½ 1 ¼ 4 7 2 ½ 13 ½ 11 11 16 80 4 ½ 6 ½ 9 ½ 14 ½ 18 161 84 23 26 18 7 9 ½ 1 ¼ 4 14</td></t<>	5 6 ½ 28 6 ½ 2 11 ½ 1 ¼ 4 7 2 ½ 13 ½ 11 11 16 80 4 ½ 6 ½ 9 ½ 14 ½ 18 161 84 23 26 18 7 9 ½ 1 ¼ 4 14

Cast-Iron Truck Wheels.

No.	Diameter, Inches.	Face, Inches.	Diam. Hub, Inches.	Length, Hub, Inches.	Bore, Inches.	Weight, Lbs.
216	6	17/16	11/16	15/8	1/2	31/2
217	151/2	17/16 2	17/8	25/8	1	191/2
218	17	21/2	3	3	13/8 11/4	51
219	10%	21/8	21/2	27/8	11/4	17
220	65%	13/	21/2	21/4	1	71/2
221	65% 11½	23/8	23/8	23/4	1/6/14/14 TEXT COLUMN	24
223	57/8	1 1 1/8	11/4	27/8 21/4 23/4 13/4	3/4	24 31/2
224	71/2	17/8	1 ½ 1 ½ 1 ½	21/16	7/8	63/4
226	13/4	5/8	3/4	3/4		2
228	20	3	3	31/2	11/8	56
229	24	6	35/8	61/4	15/8	183
230	18	6 2 25/8	3 1/8	61/4	1 5/8	125
239	8	2	13/4	21/8	7/8	9
240	8	25/8	23/4	25/8	1 ½ 1½	12
242	151/4	334 27/8 21/2 3	134 234 31/2 21/4 3	41/4	11/2	68
243	115/8	27/8	2	31/4	11/8	19
246	71/2	21/2	21/4	3	11/8	15
248	133/8	3	3	33/8	13/8	46
249	4	13/8	11/8	1/16	3/8	31/4
250	14	7	3 %	1/2	5/8 2 1/4 1	90 25
251	16	21/2	1/8	3	1	7
252	43/4	2	1 1/8 3 5/8 1 7/8 1 1/2 3	6 1/4 6 1/4 2 1/8 2 1/8 4 1/4 3 3/8 1 1/1 6 7 1/2 3 3/8 3 3/8 1 3/8 3 3/8 3 3/8 1 3/8 3 3/8 3/8 3/8 3/8 3/8 3/8 3/8 3/8 3/8 3/8	17/	24
253	9	23/4 27/8	91/	3	3/4 17/8 11/4	31 1/2
254	93/8	12/8	21/2	11/	1/4	31/2
255	4	13/4	1 1/4 2 7/8	11/2	3/4 1½	23
256 257	11½ 22	25/8 21/4 21/2 33/4	53/8	33/8 33/4 3	1/2	80
257	18	91/	53/8	3		64
259	9	33/	21/2	41/4	11/2	25 1/2
260	12	41/8	21/2 21/4	35/8	11/4	31
261	1334	21/2	234	31/4	11/4	26
262	93/8	41/8	31/2	33/8	- /4	22

Cast Iron Truck Wheels.

No.	Diameter, Inches.	Face, Inches.	Diam. Hub, Inches.	Length Hub, Inches.	Bore, Inches.	Weight, Lbs.
263	16	3	31/2	4	13/	85
264	91/4	17/8	31/2 21/8	2	134 11/8	14
265	416	11/4	7/8	15/16	3/8 1 5/8 1 1/4	1½ 28
266	12	21/2	25/8	3	15%	28
267	12 8	3	23/4	31/2	11/4	25
268	10	15/8	1 5/8	21/4	1/8	11
269	10	21/2	21/4	25/8	1	15
270	43/4	1¼ 2½ 3 158 2½ 2 234 1½	13/8	3 ½ 2 ¼ 2 ¼ 2 5/8 1 ½ 2 ¾ 2 ½	13/8 1 1 3/8	6
271	11	234	27/8	23/4	13/8	35
273	51/16	1 1/2	15/8	21/2		31/2
274	4		78 256 234 156 24 136 276 156 2 3 3 236 156	1 ¼ 4 ¾ 4 ¾ 4 ¾ 4 ¾ 4 ¾ 4 ¾ 4 ¾ 4 ¾ 4 ¾ 4	7/8 15/8 11/4 11/4 11/4	3
275	20	2	3	434	15/8	53
276	18	3	3	31/4	11/4	40
277 278	7	2 3 4	23/8	31/4	14	13
279	14 13¾	91/	23/8	3/4	1/4	44
280	6	2½ 1½ 1½ 1½	1 1 1 1	2/8		131/2
281	6	1 7/8		1/2	1/2	21/4
284	6 10	11/2	2/8	11/	1/2	12
285	8	3 3	2	31/	7/8	16
286	101/4	31/	1 1/8 2 2 2 3/4 2 1/8 3 2 3 1/2 3 1/2	1½ 2½ 1½ 3½ 3½ 3½ 3¼ 2½ 5½ 5½ 5		24
287	1234	13/	21/6	21/6	11/4	26
288	16	3 ½ 1 ¾ 3 ¾	3	3	13/8	
292	67/8	1 ¼ 2 ¾ 3 ¾	2	11/2	1'	48 4½ 78 69
294	18	23/4	31/2	51/2	134	78
296	20	3	3	5	13/8	69

Wrought Spoke Wheels.

No.	Diameter, Inches.	Face, Inches.	Bore, Inches.	Hub Length. Inches.	Sizes Spokes Inches.	How Spoked.	Weight Lbs.
67 68 69 70 89 164 196 227 235 236 237 241 247 275 282 901	20 18 20 22 24 18 20 24 20 18 24 21 21 22 24 18 20 18	2 2 2 2 4 4 4 4 2½ 2½ 6 6 6 3 2 2 3 5	11/6 11/6 11/6 11/6 11/6 11/6 11/6 11/6	31/8 31/8 41/4 41/4 41/4 41/4 61/4 61/4 31/4 21/8 43/4 43/4 43/4	%8 %8 %8 %8 %4 %4 %4 %4 %4 %8	Straight. Staggered. Straight. Staggered. Straight. Staggered. Straight.	46 40 46 60 94 52 70 97 51½ 82½ 113 49 14½ 58 62

Wrought Spoke Flanged Wheels.

No.	Diam- eter, Inches.	Face, Inches.	Bore, Inches.	Hub Length, Inches.	Sizes Spokes, Inches.	How Spoked.	Weight.	
91	18½	1¾	15%	5		Straight.	55	

Cast-Iron Flanged Wheels.

No.	Diameter, Inches.	Tread, Inches.	Hub Length, Inches.	Bore, Inches.	Weight, Lbs.	
79	8	23/8	31/2	11/8	19	
100	14	21/8	31/	11%	46	
101	15 5/8	21/4	33/	11%	25	
102	16	2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	23/8	13/2	70	
110	4	11/4	17/8	7/8	5	
115	934	21/2	31/2	11/	28	
116	111/4	13/4	3	13/2	32	
123	11 ¼ 6 2	2	23/	13/8	15	
129	2	11/8	1746	3/	11/8	
135	934	11/2	17/8	7/8	14	
150	151/2	21/8	31/4	17/8	60	
162	21/2	19/16	11/2	3/1	2	
214	14	21/4	31/4	13/8	45	
238	2½ 14 9¾	11/2	17/8	15%	17	
244	6	13/8	17/8	3/4	61/2	
267	8	2 ¼ 1 ½ 1 ¾ 3 % 3	34 34 24 174 3 24 176 178 178 178 178 38	11/8 11/8 11/8 11/8 11/8 11/8 11/8 11/8	25	
272	93/4	21/2	35%	13/	23 1/2	
287	1234	13/4	21/2	11/4	26	
293	8	134	23/8	11/4	14	

Snap Rubber Banded Wheels.

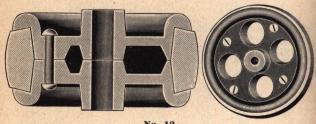
No.	Diameter, Inches.	Face, Inches.	Bore, Inches.	Length of Hub. Inches.	Weight of Iron, Lbs.
15	53/4	1	3/4	111/16	8
44	534 578	13/8	3/4 3/4 5/8	17/8	4 3
49	7	1	5/8	11/4	3
85	85/8	1 ¼ 2 2	3/4 11/8	21/8	71/2
191	20	2	11/8	43/4	46½
192	12	2	1	23/4	18
193	4	13/4	3/4	2	31/16
194	43/4	11/2	1/2	23/4	- 61/2
195	11	3	11/8	31/2	30
204	141/2	17/8	11/8	23/4	18
290	16	2 2		41/2	32
291	10	2		4 1/2	20

Iron Truck Wheels with Vulcanized Rubber Face.

No.	Diameter, Inches.	Face, Inches.	Bore, Inches.	Length of Hub Inches.	Weight of Iron, Lbs.
0 4 5	6 ½ 10 ½ 12 ¾ 12 ¾	2 23/4 3 2	3/4 7/8 1	17/8 21/2 27/8 21/8	43/4 161/4 211/4 19
13 17 19 61	12¼ 6¼ 4½ 5¼	13/8 13/8 11/4	3/4 3/4 3/4 1/2	13/8 13/8 13/8 11/2 15/16	3 21/4 21/4
62. 75 76 77	4 6½ 7¾ 8¼	7/8 13/8 2 21/2	34 34 4 4 4 58 58 34 34 78 58	134	1 3½ 6½ 9
78 83	9½ 8½ 8½	234	7/8 5/8	2 ¼ 3 1 5/8	121/4

Other sizes furnished to order.

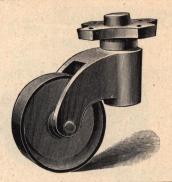
Howe Clamp Rubber Tired Truck Wheels.



No. 12.

No.	Diameter, Inches.	Rubber Face, Inches.	Hub Length, Inches.	Bore of Wheel, Inches.	Price per Dozen.
225 213	21/2	34 34	1½ 1% 1%	5/16 3/8	\$5.50 8.00
132 212	3½	1	1%16	3/8 3/8 1/2	9.75 11.50
126 142	3½ 4 5 6 7 8	1 1/8	21/8	5/8 - 7/8	16.00 23.30
125 127 289	8 9	11/4	25/8	5/8 - 7/8 5/8 - 7/8	29.30 36.00
297 295	10	15/8 13/4	25/8 3 3 3 3	5/8 - 7/8 5/8 - 7/8	51.00
143 298	12 14	13/4 13/4	3	5/8 - 7/8 5/8 - 7/8	70.32
299 245	15	134 134	31/2	7/8 7/8	99.00 106.00
283	20	13/4	3½ 3½ 3½	7/8 7/8	111.96 145.00

Swivel Casters with Bases.



No.	Height, Inches.	No. of Wheel.	Size of Wheel, Diam. Face	No. of Fork.	No. of Base.	Weight, Complete.
1 6 8 22	67/8 89/16 81/2 5	61 61 86 19	4¾×1¼ 4¾×1¼ 4¾×1¾ 4×1¾ 4×1¾	300 300 308 322	301 335 335 342	9½ lbs. 12½ " 13½ " 6 "

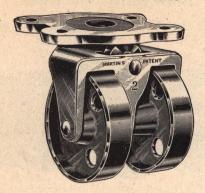


Swivel Casters Without Bases or Holders.

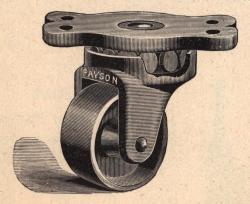
No.	Height, Inches.	No. of Wheel.	Size of Wheel, Dia. Face	No. of Fork.	Weight, Complete.
3½ 5½ 7½ 7½ 36½	10¼ 8¾ 11 ¹¹ / ₁₆ 10½	83 . 75 . 55 . 140	8 ×1½ 6 ×1¾ 85%×1½ 7 ×2½	303 305 307 450	14 lbs. 9½ " 18 " 19½ "

Other sizes in stock.

Martin's Patent Caster.



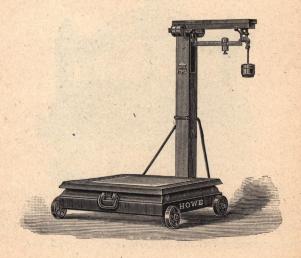
Payson's Patent Anti-Friction Caster.



We are prepared to furnish these patent casters upon trucks made by us when so ordered. Prices furnished upon application. We Manufacture everything in the line of

Scales and Weighing Machines.

From the smallest Letter Balance to the largest Railroad Track Scale.



Complete Illustrated Catalogue sent upon application.

Howe Copying Presses.

IN ALL STYLES AND SIZES.



All Presses are made with ball and socket connection between screw and follower, which allows the follower to adjust itself to any unevenness in the copy book. This improvement overcomes all breakage of the follower.

SEND FOR ILLUSTRATED CATALOGUE.

Howe Electric Coffee Mill.



SEND FOR DESCRIPTIVE CIRCULAR.

Howe Power Hammers.

We manufacture a line of Power Hammers which are unequaled for

SIMPLICITY OF CONSTRUCTION, SMALL AMOUNT OF POWER REQUIRED, GREAT DURABILITY, EASE OF ADJUSTMENT,

CONVENIENCE IN GETTING WORK UP TO DIES.

The Frame is upright in form, of handsome design and cast in one piece.

The Anvil is very heavy and rests upon the foundation, independently from the frame.

The front dies, die block and anvil being all on one vertical line, makes it possible to draw tee or angle pieces close to the angle or shoulder—a feature not possessed by other hammers.

The Ram is a steel casting, moving in adjustable guides and hung by links to a spring frame.

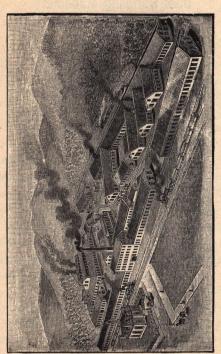
The action of the link frame is superior and of special design. The force of the blow is caused by the combined action of the links (to which the ram is hung), together with two rubber springs, thus making a blow of great force and elasticity. In this particular it is superior to any hammer of which we have any knowledge.

FOR OTHER POINTS, AND PRICES, SEND FOR ILLUSTRATED CIRCULARS.

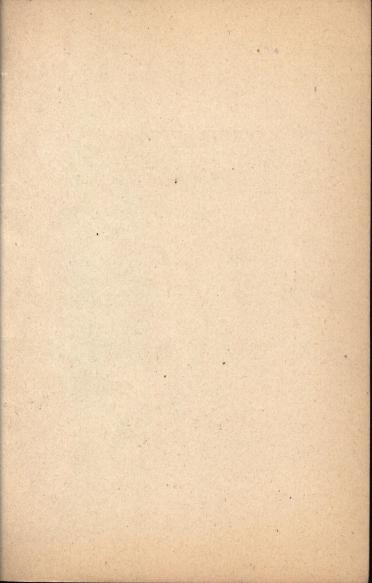
Coal Handling Machinery.

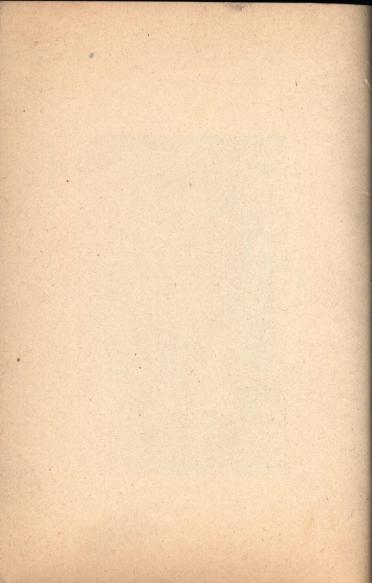
The attention of those who wish to unload, store and reload large quantities of either anthracite or bituminous coal cheaply and expeditiously is called to our system, which is particularly well adapted for railroads or coal companies, as it can be so arranged as to store two or more varieties of coal under each system or in the same pile. We claim that by the use of our Harrison Conveyor, Steam Shovels, Marine Leg Elevators and Cable Cars, coal can be handled more rapidly and economically than by any other means; that the breakage is less; that the wear and tear to machinery and plant are less; and that the cost of repairs is insignificant and far below that of any other system. It would be profitless to quote figures as to the cost of handling coal by our machinery, as the cost must necessarily vary in each case.

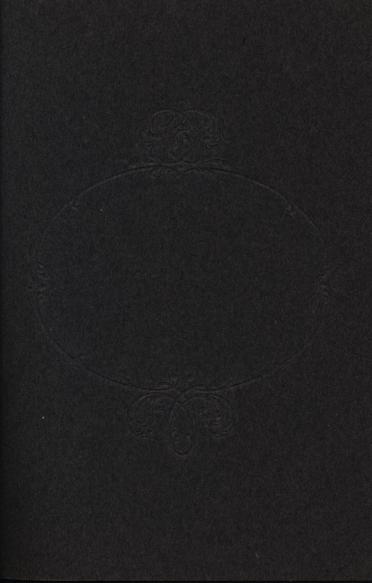
Coal miners, shippers and dealers who contemplate improving their plants by the addition of machinery or storage capacity can, upon application, either in person or by letter, obtain the fullest information as to the cost, approximate time required to perform any special line of service, and all other data necessary to make up an intelligent estimate.



Partial View of Factory at Rutland, Vt., U. S. A.









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